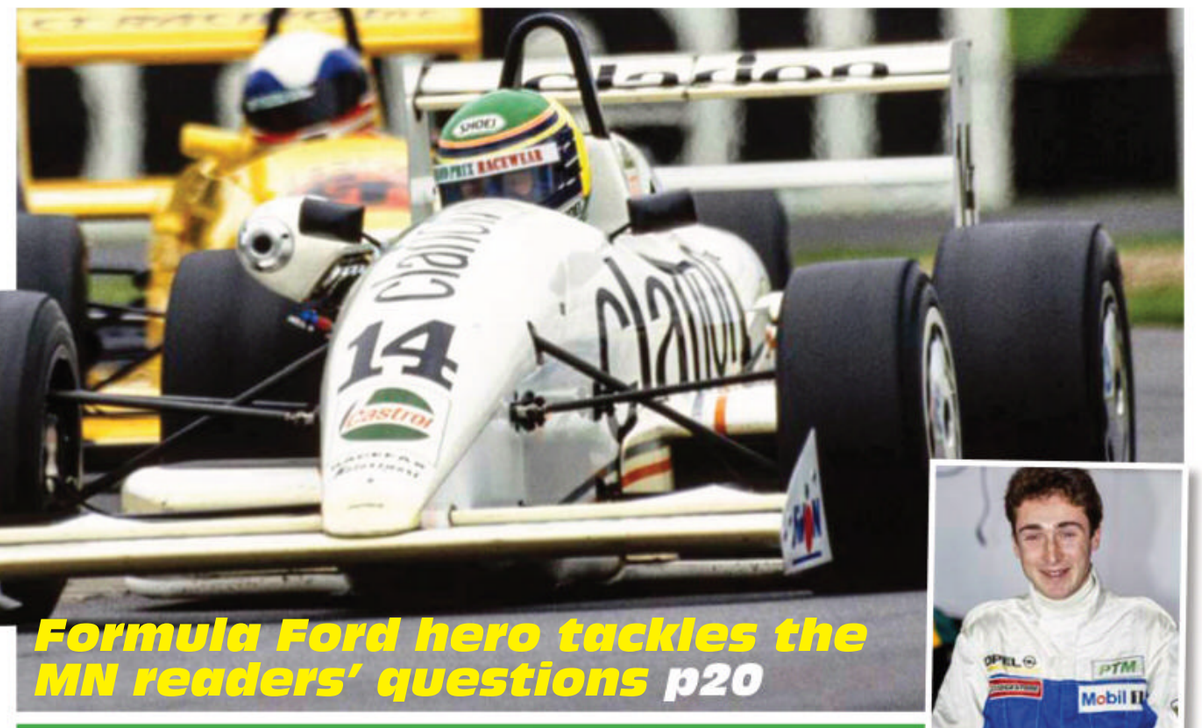
EXCLUSIVE: **BERNARD DOLAN Q&A**

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS



Formula Ford hero tackles the MN readers' questions p20

■ OCTOBER 21 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

Sources say Craig Breen and Elfyn Evans can perform at home next season

BRITISH ISLES TIPPED TO BE BACK ON THE WRC CALENDAR FOR 2022

WRC set for Tarmac in Northern Ireland

By Graham Lister

The British Isles will return to the World Rally Championship calendar for 2022, Motorsport News understands.

Although there has been no official sign-off, the FIA World Motor Sport Council has approved a 13-round schedule with a yet-to-be confirmed Tarmac event in August, which is believed to be Rally Northern Ireland.

Providing that government funding is approved, Belfast will host the action from August 18-21 with the event counting as round nine of the new-for-2022 hybrid era. It will fall between Rally Finland and the Acropolis Rally in Greece, two gravel-based WRC heavyweights.

There's been no home WRC round since Wales Rally GB, the UK's traditional event, last ran in October 2019, when Ott Tanak won the event for Toyota.

Full story, page seven

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THE VOICE OF BRITISH MOTORSPORT NEWS

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BARWELL SNARES BRITISH GT CROWN

Machitski and Lind take the trophy p16

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NEUVILLE RESCUES PRIDE FOR HYUNDAI

Belgian lands victory on Rally Spain p18

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THE RACER
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COMMENT

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Toyota's Elfyn Evans should get the chance to perform on home soil next season

WILL RALLYING COME HOME?

Those hoping for a positive answer last week were disappointed, but the unfilled August date on the World Rally Championship schedule for 2022 presents plenty of cause for optimism for rally fans from these shores.

While there has been no official confirmation, it seems likely that the date that has been ring-fenced will be filled by Rally Northern Ireland. Thank goodness.

As we have previously said within these pages, the loss of a round of the World Rally Championship on the British Isles has been the most disappointing story over the last two years. But it appears the work in the background has borne fruit.

And it is the perfect time, too. While Elfyn Evans might not have won last weekend's WRC round in Spain, his second place – two steps ahead of his team-mate Sebastien Ogier – means that he will go into the championship finale at Monza in the middle of November with a shot of the title. Yes, it is a small one, but it is a shot.

Ogier isn't known for slipping up and hasn't finished outside the points since the Artic Rally in late February. Also, there are some painful memories from the Monza Rally for Evans himself, who ceded the crown when he slid off the road in 2020. He will be desperate to put that behind him and it will be a mark of how far he has come if he is able to.

Whether Elfyn finishes first or second in the points chase, the impact he is continuing to make – allied to the full-season appearance of Craig Breen at the wheel of an M-Sport Ford Puma in 2022 – means that the home fans have plenty to cheer about. Add in a return to those isles for a World championship-counting round, and the future looks very bright for rallying.

Elsewhere in Motorsport News this week, we have a bumper reports issue with all the fun from the Goodwood Members' Meeting and the soggy showdown for the British GT championship at Donington Park.

We also look back at the recent Mull Rally – an event that is adored by competitors and took its place in the British Rally Championship two weeks ago. We find out that the Scottish event caused some real headaches for even the most hardy competitors.

The incumbent of our Q&A hot seat is one of the lost talents from these shores, Bernard Dolan. The Formula Ford 1600 battler was arguably the standout of his generation, but a lack of funds and a struggle in some uncompetitive machinery ultimately forced him to walk away. While he is back in the paddock fettling Formula Ford 1600 cars for others, there is still the lingering question of just what might have been.

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MOTORSPORT NEWS

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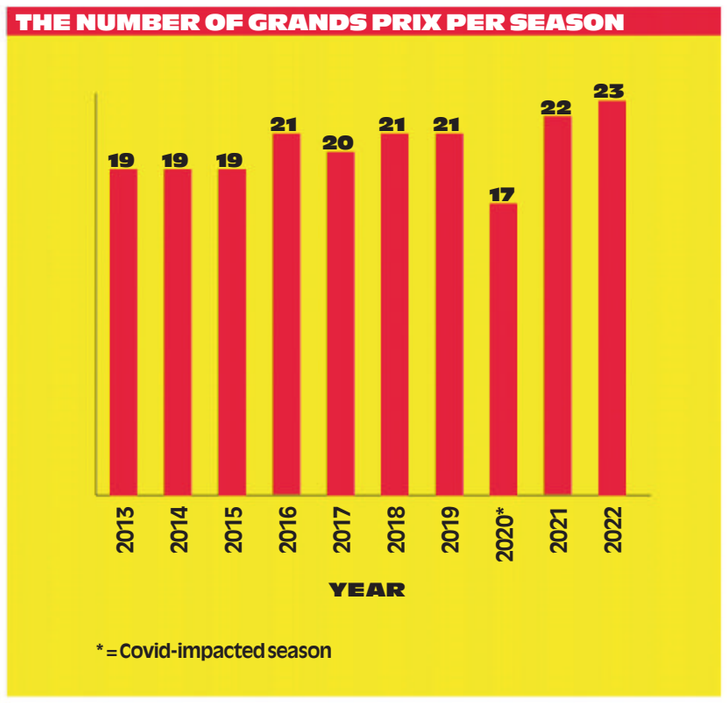
RACING NEWS

Photos: Motorsport Images, Jakob Ebrey

Expanded calendar includes Imola



F1 EXPANDS SCHEDULE AND SET FOR 23-RACE CONTEST IN 2022

More events than ever before pencilled in for next year's competition

By Matt James

Formula 1 will be fought out over 23 grands prix next season, which is a record number.

The provisional calendar was signed off last week with the Chinese Grand Prix dropped from the schedule but replaced by another visit to Imola in Italy. With a new grand prix included at Miami in America, it takes the total number of races to a record level.

A statement from F1 said: "The 2022 season follows an unprecedented two years for Formula 1 in which the Covid-19 pandemic resulted in revised calendar of 17 races in 2020 and 22 races in 2021 – a huge achievement given the international nature of the sport.

"The pandemic has continued to present challenges to the 2021 season, but the entire sport has shown its ability to react and adapt to the challenges as they have arisen.

"While we hope the virus recedes further in the coming months for everyone around the world, we will continue to closely monitor the situation and work closely with the promoters and national authorities."

The season is due to kick off in Bahrain on March 20 and will run through to November 20 with the final round at Abu Dhabi. The British Grand Prix will take place at Silverstone on July 3.

FIA president Jean Todt added: "Over the past two years, F1 has shown remarkable resilience. This is clearly demonstrated by the continued growth of the sport despite the important challenges of the pandemic.

"The 23 grands prix in 2022 will be an exciting showcase for the all-new cars and I am looking forward to it."

MOTORSPORT NEWS Says...

When too much can lessen impact

Who doesn't love sitting down on a free Sunday afternoon to watch a Formula 1 race? It's a great way to let the roast go down, so long as you aren't stage-side or trackside...

But 23 races to determine the Formula 1 World championship? Things have got out of hand here, surely? When I was a kid, there were 16 races to determine the World champion and that seemed almost too much to me at the time. Sometimes the calendar would start in February and wasn't finished until October. It didn't matter that you might have to wait three weeks for the next one. In fact, it added to the excitement – and gave me more chance to go and watch national racing.

Each F1 race back then meant something. Each race was (as it was then) nine valuable points to fight for. And they were all important. By expanding the championship, the F1 bosses are inevitably boosting their income but it also means that each race, and the points on offer, are a thinner and thinner slice of a World champion's cake.

Organisers are diminishing the importance of every race with the more they add to the line-up. By adding more races, each one becomes less important. Or is that just me?

Matt James

Monza was the second host of the new F1 sprint qualifying system

STAKEHOLDERS GIVE THUMBS UP TO SPRINT QUALIFYING

Formula 1 bosses will decide on the future of sprint races at grand prix events following the final one planned at Interlagos on November 13.

The new system has been trialled at Silverstone and Monza so far this season. The top-three finishers earn World championship points for the 100km race, which takes place on Saturday before the main race and sets the grid for the encounter on Sunday.

A recent report from F1 bosses says that it has received a positive reaction from most of the people questioned about the new format.

A statement from the FIA said: "The report gathered feedback from a large number of stakeholders who were positive about the concept of these races. A further evaluation will take place after the third and final [sprint] event in 2021 in Brazil.

"Elements relating to potential future events will be discussed after this week's following the Brazilian Grand Prix."

MACHITSKI AND LIND SEAL BRITISH GT TITLE WITH BARWELL

Leo Machitski and Dennis Lind in a Barwell Lamborghini sealed British GT's overall GT3 championship in a tense Donington Park finale wherein RAM Mercedes' Ian Loggie/Yelmer Buurman almost pipped them.

While five entries entered last weekend's round with a title chance, the Barwell pair looked in a strong position with a 18.5-point advantage over second-placed Loggie/Buurman and without a success penalty to serve.

However qualifying and opening-stint difficulties left the Lamborghini far off the third position that would ensure the title regardless of other results, and the RAM Mercedes in the race's late stages hounded the leading Enduro McLaren of Morgan Tillbrook and Marcus Clutton for a race win that would mean Loggie/Buurman would take the crown too. However Clutton held Buurman off for his and his team's freshman British GT victory.

Machitski told Motorsport News:

Smiles: British GT aces

"[It was] really nerve-wracking until the end. But we done it so we're happy."

Lind added: "We had [only] one DNF [this year] and that's really what counts for us. We always had great pace in the car."

It is Am driver Machitski's second British GT title after winning the GT3 crown in 2006, while it is Barwell second GT3 drivers' crown in a row.

CAMPAIGNERS MANAGE TO SAVE PARTS OF ADELAIDE TRACK

A section of the old Adelaide Formula 1 circuit has been preserved by a council vote that has declared the venue a heritage site.

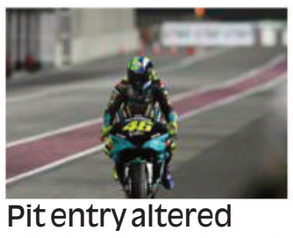
While the new motion means that sections of the track are protected for now, there are still concerns over its future as an increasing environmental lobby is aiming for more trees to be planted at the Victoria Park venue.

Adelaide City Council debated the plan to rip up the circuit last week and a vote was taken, which went in favour of keeping the section of the circuit. However, the lobbyists have not given up on their plan to remove the track.

During the meeting, Councillor Alexander Hyde told the committee: "We all know that it was the F1 Australia GP that put Adelaide on the global map in many senses. It's of immense significance to the people of Adelaide and the people of South Australia."

The Adelaide circuit was first used for Formula 1 back in 1985

Adelaide first held a Formula 1 race in 1985 and continued until 1995 before the event moved to Melbourne. It was also the scene of Williams driver Nigel Mansell's dramatic loss of the World title in 1986.



Pit entry altered

PITLANE TWEAKS MADE TO THE LOSAIL GRAND PRIX CIRCUIT AHEAD OF QATAR'S F1 DEBUT IN NOVEMBER THIS SEASON

The Qatar circuit, which is due to host its maiden Formula 1 race on November 21 this year, will undergo changes to its pitlane entry area to cope with the demands of grand prix cars.

Formula 1 race director Michael Masi says he has visited the track in the Middle East and has asked for some alterations to cope with the top level of four-wheeled sport.

There will be some tweaks to barriers and kerbs, but the reworked pitlane entry is the most significant upgrade.

Masi said: "They're changing the pitlane entry completely. So what was the pitlane entry for bikes will change, dramatically. That work is nearly completed.

"It's a different ilk in the MotoGP or FIM world. So it's been trying to adapt in a relatively short period, which is the other part that we need to consider, that we're not talking about a huge period of time. I'll head there again prior to [this weekend's USA Grand Prix in] Austin, to have a look, but nearly all the works have been completed."

MORENO TO RETURN TO FORMULA FORD FESTIVAL TO ECHO HIS 1980 SUCCESS

Brazilian to strap into Van Diemen RF80 to take on Brands showpiece event

Photo: Motorsport Images, Jakob Ebrey

Roberto Moreno won the Formula Ford Festival in 1980, and now he wants a double

By Matt James

Ex-Formula 1 driver Roberto Moreno will return to the scene of his biggest success in junior motorsport when he takes part in next weekend's 50th Formula Ford Festival in a Van Diemen RF80.

The Brazilian has been invited to take part in a car belonging to team boss Jonathan Lewis and will be looked after by his original engineer Micky Galter. Van Diemen boss Ralph Firman has been recruited as team manager while Lewis and his staff are mechanics.

Moreno won the Formula Ford Festival in 1980 at the wheel of a similar chassis. He had earlier claimed the 1980 Townsend Thoresen FF1600 crown.

Lewis said running Moreno in the Festival was a dream come true. "When I got hold of the RF80, I decided to put it back into Moreno's Canadian Club-backed livery," explained Lewis. "You see all sorts of tributes to other colour schemes, like Duckhams and Crompton Lighting, but you never saw that car. So I did it.

"I posted a picture of it on social media, and it went from there. Roberto got in touch and he's coming over. I remember when I was racing in Mini Se7ens in 1980 rushing from my car to go and watch Roberto win that title. He was dynamite in that car.

"Roberto thinks he can still go out there and win it, and I have had to explain to him how competitive FF1600 is these days. He seems to have forgotten he is now 62 years old. We have a working title for our team of Old Gits Racing, and we just want to go and have some real fun."

Moreno: proud Festival winner

Warren Hughes and Kelvin Burt sign up for the Walter Hayes Trophy showdown at Silverstone

Former Formula Ford starlets Warren Hughes and Kelvin Burt will make a return to the 1600cc-powered division at the Walter Hayes Trophy in early November.

Car owner Jonathan Lewis confirmed that the Van Diemen RF80 that will be handled by Roberto Moreno at the Formula Ford Festival will be piloted by Burt at the second blue-riband FF1600 event, at Silverstone on November 6-7. Burt was run by Jonathan Lewis Racing in Formula Ford in 1988 and '89.

Another of Lewis's former Formula Ford drivers, Warren Hughes, the 1990 Junior FF1600 champion, will handle a Royale RP26, also owned by Lewis. Both machines will be overseen by legendary engineer Micky Galter.

Lewis said: "The Van Diemen will be set up for Moreno at the Festival, and Kelvin is a short-arse too so it shouldn't take too much changing. Warren wanted to drive the Royale, which is in the original orange RMC livery, as it matches the colour of his hair."

FESTIVAL CLOSES ON 100-STRONG ENTRY

This year's landmark 50th Formula Ford Festival is nearing 100 entries and has had its capacity increased to 108 cars and added an extra heat race.

Peter Daly, chairman of organising British Racing and Sports Car Club, confirmed to Motorsport News last week that 98 entries have been received for the October 30-31 Brands Hatch event.

To ensure every driver gets the chance to compete in at least two races, a fourth heat and a pair of progression races are added to Saturday's timetable.

Daly told MN: "It's the great and good of who's been racing Formula Ford for the last 10 or 15 years [entered], Joey Foster and various people like that. We're pushing and we hope to get beyond 100 next week.

"It's a combination of the 50th anniversary and last year we delivered a really good Festival with live TV coverage, plus this year we started marketing early. I'm told by people it's 30 years plus [since a similar entry]. I would have been very happy with 72 cars, so we're ecstatic."

Some 21 cars raced in GB3's season finale

GB3 GETS BIGGEST GRID IN YEARS AT DONINGTON

The GB3 championship attracted its biggest grid in five years at last weekend's season-closing round at Donington Park.

Some 21 cars raced in the triple header, a total that was last matched at its Oulton Park round in mid-2016, while 23 took part in pre-Donington testing. Prior to Donington the championship's largest grid in 2021 was the 19 that took part in the May Brands season opener while 17 took part in the previous round to Donington at Oulton Park. The category last hit the 20-car mark in 2018, also at Donington.

Including predecessor categories, the contest's highest grid was in its 2013 debut year, under its BRDC Formula 4 title, when 24 competed at Brands Hatch.

Those boosting the grid at Donington last weekend included British F4 frontrunner James Hedley and karting champion Flynn Jackes making their category debuts with Elite and Hillspeed respectively (see MN, October 14), Alex Fores returning to the Chris Dittmann Racing line-up (see separate story), Tommy Smith returning with Douglas Motorsport plus British F4 graduate Eduardo Coseteng making his GB3 debut with Fortec.

CLUB GRADUATE FORES RETURNS TO GB3

Club racing graduate Alex Fores returned to the GB3 championship with Chris Dittmann Racing at the category's Donington Park season closer last weekend.

Fores during 2020 rose from club competition via F3 Cup with CDR to have two late-season appearances in GB3's predecessor BRDC Formula 3. He then competed in this year's BRDC F3 Brands Hatch season-opener, qualifying 11th of 19 runners though retired from all three races with accidents. Donington was Fores's first racing since, and he finished all three races including taking a sensational second place in the final contest.

Fores, 21, told Motorsport News of his GB3 appearance: "[It's the] last race in these cars, so all the experience I have in them it's the last opportunity to make the most of that. Dave Bromfield [Fores's backer] kept in contact with Chris, we had a test day a couple of weeks ago, and Dave [said] 'let's do it, let's get out'.

Looking back to Brands, Fores said: "The raw pace was pretty good considering the limited pre-season testing that we had. One of them [the accidents] was completely my fault, the other ones were racing incidents in my mind. Just happened that all my bad luck came at once."

Fores wanted one last chance to race car before upgrade

Advertising enquiries: 01732 446757

RACING NEWS

Collins (r) wants more

COLLINS WANTING MORE OF "SECOND LIFE" AT PRAGA

Ben Collins is keen to continue racing the Praga R1 high-performance sportscar in its inaugural one-make championship Praga Cup next year.

Collins – 2003's ASCAR champion and formerly Top Gear's 'the Stig' – joined Praga's 'guest drivers' this year racing the R1 in Britcar's dedicated Praga class alongside ex-SAS soldier Jay Morton.

Collins told Motorsport News: "I would love to [race in 2022's Praga Cup], definitely something I'm keen to do and I think the feeling's mutual. It's been fantastic this season.

"It's like a second life actually, it's been a seven-year break from racing, not by choice, just the way things happened I ended up focusing much more on filming and other things, and it was at a time when my racing had an abrupt stop. It's fantastic to be back in the hotseat and with such a great group of people.

"[The one-make championship] will enhance the competition; we'll have more cars on the grid. The racing should be great. They're [the R1] good to race, you can do all the good stuff that we took for granted in the '90s. There's some very very fast talented drivers in this series. Short of being an LMP1 or a GT car this is great. Hopefully I'll keep pretty busy with Praga next year.

"The beauty of Praga is that they're growing quite quickly internationally so the opportunities to race these things around the world is growing."

PORSCHE GB JUNIOR FINALISTS NAMED

The four finalists who will compete to become the 2022-23 Porsche GB Junior have been selected.

The quartet are British GT4 champion Gus Burton, Porsche Sprint Challenge GB title winner Theo Edgerton, Ginetta GT4 Supercup table leader Adam Smalley and Alex Walker who earlier this month narrowly missed out on the National Formula Ford 1600 title.

The shoootout winner, suceeding Harry King, will receive £85,000 towards a budget for the next two Carrera Cup seasons, among other Porsche support and opportunities. The shootout assessments take place at Silverstone early next month.

Photos: Motorsport Images, Jakob Ebrey, ICCR/Michael Chester,

Mosler started in FIA GT contest in '08

SHORT AND SON REUNITED WITH MOSLER

Multiple champion driver and team boss Martin Short has bought GT3 sportscar back and will showcase it with son Morgan in CSCC's Slicks Series

Short drove with sons in 24-hour C1 Silverstone contest

By Graham Keilloh

Le Mans LMP1 frontrunner Martin Short is set this Sunday to showcase his Mosler bought back from Australia in Classic Sports Car Club's Slicks Series racing alongside son Morgan.

The MT900 GT3 was made by Mosler specialist Short and his Rollcentre concern in 2008 and it ran in the FIA GT championship before being sold to Australia where in Craig Baird's hands it dominated 2009's Australian GT championship Adelaide season opener and competed in Albert Park's Formula 1 support race. The car has not raced since that year.

Morgan was an overall race-winner in MG Car Club's MG Cup this season in a MG ZS. Martin also competed with sons Morgan and Marcus in this year's Silverstone Citroen C1 Challenge 24-Hour race.

Martin told Motorsport News: "I bought it back about three or four months ago from Australia and Kendall Developments, my son-in-law Luke [Kendall], is in the process of sorting it out.

"Because of its history it's eligible not only for Masters Endurance Legends but also for the Patrick Peter series, so Classic Le Mans. It has a value. I've bought it to sell it.

"It was essentially a brand-new car when it went to Australia and it's only done a couple of races [there] and been stored since then, so the car's in excellent condition.

"We just want to have a little bit of fun, for Morgan to get a bit of experience under his belt and advertise the car. It's [CSCC] a series I've always wanted to get into."

ALFA CHAMP EVANS' 8C-POWERED GIULIETTA GETS WIN

Multiple Alfa Romeo champion Roger Evans took his first win in his new 8C-powered Giulietta at Oulton Park's 750 Motor Club Alfa Romeo championship meeting earlier this month.

Revs Italia boss Evans over seven years has prepared the Giulietta mated with a 450bhp Ferrari and Maserati-derived engine from the rare 8C Competizione. He gave it its debut at June's Alfa championship Croft meeting and since has raced it in August's CNC Heads Sports/Saloon Car championship Donington Park event. He won Oulton's race two rising from 12th in damp conditions.

Evans told Motorsport News: "It was almost unbelievable, just terrific, for all the hard work on it.

"It's [the Giulietta] very very forgiving, it's bit of a beast when tyres are cold though. Its handling is really impressive through the slow-speed stuff. It's like nothing I've driven before. I've only ever driven front-wheel-drive cars; that's a very very different rear-wheel-drive car.

"To race with the Alfas is sometimes quite difficult from the logistical point of view [given his Alfa support business]. So I might do more of the CNC Heads championship. [That has] all sorts of wild and wacky things so it does fit in quite well with that. Such a nice championship."

Evans' distinctive Giulietta rose to victory in damp

Barrable took Zetec title to add to his 1995 Uno crown

BARRABLE ENDS 26-YEAR MONDELLO TITLE WAIT

Irish tin-top racer Michael Barrable ended a 26-year wait for more Mondello Park title glory by claiming 2021's Fiesta Zetec championship earlier this month.

Dublin motor dealer Barrable won 1995's Fiat Uno championship and having at the end of 2019 competed in, and won, the Fiesta 6-Hour endurance race with his sons Robert and Michael, returned full-time to racing in 2020 after a break of 23 years.

He narrowly missed out on the Zetec championship in that comeback season, and at Mondello earlier this month he clinched 2021's title having led the standings since winning June's season opener. He ensured the crown in race one of the early-October double header with a second-place finish after a close battle with race victor and title rival Alan Dawson.

Barrable said: "It's been a very enjoyable year in the class. I would like to think I would be coming back, I think I would like to defend it next year. There is good scrutineering of the cars and that gives you good confidence in the class."

ABBI PULLING RETURNS FOR W SERIES FINALE

Former British Formula 4 racer Abbi Pulling will get her latest race chance in W Series at its Austin Formula 1-supporting season-finale double header this weekend with the Puma team.

The 18-year-old last month had to quit a frustrating second British F4 season due to budget issues, and has impressed in her W Series appearances this year: she finished eighth and seventh in her first two races in the category.

Pulling said on Instagram: "After a heart-breaking end to my F4 campaign I am so excited to share I'll be driving in America with W Series racing for their final two races. I'll make the most of every second I am in the car and will be giving it my all."

Pulling gets W Series COTA go

RALLY NEWS

RALLY NORTHERN IRELAND BOSSES READY FOR 2022 GREEN LIGHT

Confirmation expected shortly that province will join WRC line-up

Photos: mcklein-imagedatabase.com

CALENDAR

WRC 2022

ROUND	DATE
Monte Carlo	Jan 20-23
Sweden	Feb 24-27
Croatia*	April 21-24
Portugal	May 19-22
Italy (Sardinia)	June 2-5
Safari (Kenya)	June 23-26
Estonia	July 14-17
Finland	August 4-7
TBA	August 18-21
Greece	Sep 8-11
New Zealand*	Sep 29-Oct 2
Spain	Oct 20-23
Japan	Nov 10-13

*Subject to event promoter agreement

Irish fans could be smiling with new deal

By Graham Lister

Only the best will do when, as expected, Rally Northern Ireland joins the World Rally Championship in 2022.

Although the calendar rubberstamped by the FIA World Motor Sport Council in Paris last week stopped short of listing the Belfast counter as one of the 13 rounds, the vacant August slot, earmarked for a Tarmac event, is understood to be Rally Northern Ireland.

While Rally Northern Ireland bosses have made no comment, sources have told Motorsport News that the event's inclusion on the 2022 WRC calendar is a formality once government support has been signed off.

Should that occur, fans living in the British Isles can look forward to the prospect of a home round of the WRC for the first time since October 2019 when Wales Rally GB last took place.

But Rally Northern Ireland will face a tough test to become a long-term fixture on the WRC calendar following FIA president Jean Todt's call for a more global set of dates in line with the pre-Covid strategy to reduce the number of European rounds in favour of a 50/50 split between events in Europe and oversees.

A statement from the governing body following the Paris gathering of the WMSC read: "WMSC members noted that the current WRC calendar has been shaped in accordance with the restrictions imposed by the global pandemic with a concentration of events in Europe. The WMSC pledged that as soon as the situation eases, the calendar must return to a more global presence beyond Europe".

However, a calendar more focused on events outside Europe won't faze members of the Rally Northern Ireland hierarchy. They will look to their involvement on previous events held in the country, such as the successful European championship-counting Circuit of Ireland, a spectacular ready-made route due to the abundance of potential Tarmac-only roads, first-class logistics, ample accommodation and government backing, as key reasons why they should be part of the WRC for the long term.

New Zealand Rally returns amid WRC shake-up next season

The frontrunners will head to New Zealand

While Northern Ireland remains a calendar 'TBA', the WMSC gave the go ahead to a second consecutive Croatia Rally, plus the first Rally New Zealand since 2012.

Event chiefs in Auckland, where the rally will be based next autumn, have described New Zealand's return to the WRC as a "major morale boost to a city currently in alert level 3 lockdown. With the country currently working towards opening up its borders, the return of the WRC will be a massive coup for rally fans across the country".

Peter Johnston, the Rally New Zealand chairman, said: "We got close to having the WRC last year before Covid so this feels so rewarding knowing we will get to run one of the country's most iconic sporting events again."

Both Croatia and New Zealand are listed as subject to signing their respective contracts with WRC Promoter, the sport's commercial rightsholder, which is a regular occurrence for new or returning rallies.

Rally Sweden and Rally Japan are both listed having not run in 2021 due to Covid-19 restrictions, while Rally Finland returns to a traditional summer date after it ran in October this year. The WMSC meets again on December 15 when the calendar for 2022 is set to be ratified.

M-SPORT SECURES DEAL FOR RALLY3 DIVISION IN 2022

The Junior World Rally Championship will be exclusively for M-Sport's Ford Fiesta Rally3 for the next three seasons.

Although the calendar for 2022 didn't get the WMSC's green light when it met last week, the arrive-and-drive category will slot into the FIA's rally pyramid as the WRC3 Junior offering.

It will run alongside WRC3 Open, which doesn't specify an age limit but also requires the use of Rally3 cars – the FIA's entry level four-wheel-drive category – as standard.

The news is confirmation that the WRC's junior category will no longer use two-wheel-drive cars after more than 20 years.

Estonian Ken Torn is one of the early contenders with his planned 2022 JWRC campaign a reward for his capture of the ERC Junior Championship, which switched to Rally3-only rules for 2021.

Brit Jon Armstrong, who lost out on this year's JWRC crown to Finn Sami Pajari on last weekend's season finale in Spain, made a one-off appearance in a Fiesta Rally3 on the European championship Rally Poland in June and will be an obvious candidate for another JWRC bid next season.

The 2022 champion will win a prize drive on four European rounds of the WRC in 2023 in a Fiesta Rally2 run by M-Sport's Polish arm, which also oversees the JWRC. The driver can expand their programme to six events if they can secure additional funding.

M-Sport's Rally3 Ford Fiesta will be used for Juniors for three years

Greensmith took part in his last rallying alongside Patterson

JOHNSTON TIPPED FOR GREENSMITH PARTNERSHIP

Gus Greensmith and Chris Patterson's run to sixth place on Rally Spain is likely to be their final event together.

Patterson, who had retired from full-time competition, was recruited as Elliott Edmondson's replacement for the Croatia Rally in April, with the Irishman's experience targeted to help Greensmith's progression.

However, the move was always more of a stop-gap arrangement rather than long term. "It's pretty sad, but unfortunately, it was only ever for a year," said Greensmith, who was guided to a career-best fourth on the Safari Rally in June by Patterson.

Patterson's protege, Aaron Johnston, has been linked to a partnership with Greensmith, who is expected to remain with M-Sport to drive one of its Ford Puma Rally1s in 2022.

MIKKELSEN AIMS FOR A SECOND CROWN

Andreas Mikkelsen can win two FIA titles in as many weekends when he contests the penultimate round of the European championship in Hungary from tomorrow (Friday).

Mikkelsen starts the event on the back of winning the WRC2 crown last weekend, despite the Norwegian not including Rally Spain on his 2021 event roster.

He took the title after Mads Ostberg and Teemu Suninen both failed to score the points they needed to keep the championship alive until next month's Rally Monza finale.

"It's super weird to suddenly become champion," Mikkelsen told WRC.com at the Rally Spain service park in Salou. "It's really nice now to go to Monza without any pressure and just go for it."

In the ERC standings, Toksport WRT Skoda driver Mikkelsen is 71 points ahead of Poland's Miko Marczyk with 80 up for grabs on the final two events of the season.

Mikkelsen's opposition in Hungary will also include WRC2 stars Nikolay Gryazin and Mads Ostberg, plus 22-year-old Czech Erik Cais, who finished third in WRC2 on his debut at World championship level in Spain last weekend.

Mikkelsen has wrapped up the WRC2 crown and now targets Euro win

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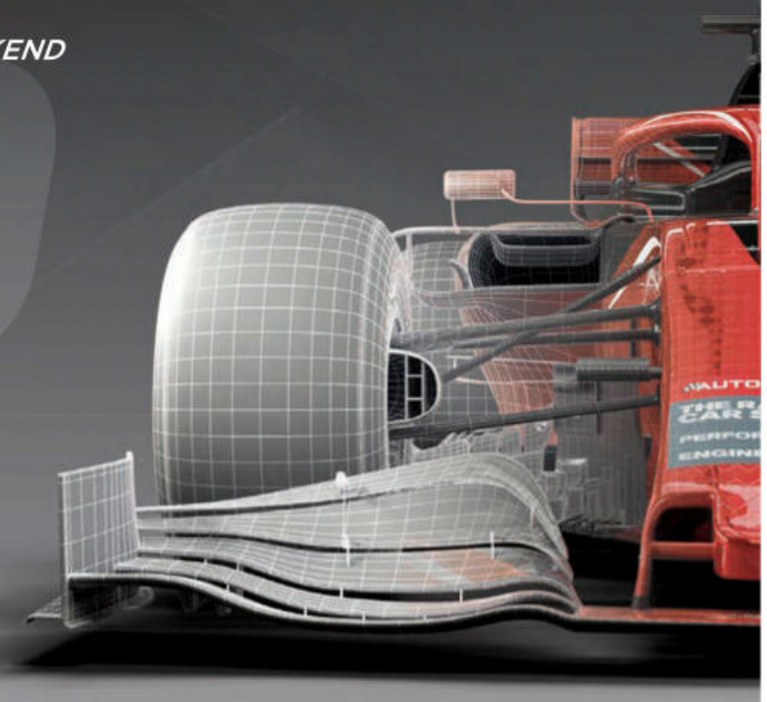

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RALLY NEWS

BRITISH RALLY CHAMPIONSHIP 2022 SCHEDULE FOCUSED ON MAINLAND

Rali Bae Ceredigion joins for the first time but there's no trip to Ireland

By Luke Barry

Photos: Jakob Ebrey, Motorsport Images, rallygallery.com

The 2022 BRC brings a strong mix of surfaces

The 2022 British Rally Championship calendar has been revealed and includes the debut of Welsh closed-road event Rali Bae Ceredigion but no trip to Ireland is scheduled for the first time since the 2000 season.

The schedule closely resembles the original 2021 proposal, opening on asphalt with the Tendring and Clacton Rally on April 23-24 before another closed-road event, the Jim Clark Rally on May 27-28.

Action then pivots to gravel for the Nicky Grist Stages (July 9) and Grampian Forest Rally (August 13) which both remain from 2021, before the debut of Rali Bae Ceredigion that will be a BRC counter on just the second-ever running of the event on September 3-4.

Trackrod Rally Yorkshire (September 23-24) and the Cambrian Rally (October 29) conclude the schedule, with Oulton Park acting as the reserve round on November 5. The absence of an Irish event is historically significant as in the BRC's 64-year history, the only season an Irish round wasn't held was 21 years ago when Ulster Rally was replaced by the MSA Rally.

BRC championship manager Iain Campbell said: "It's been an ever-evolving landscape over the last two years or so and we have all had to adapt to the challenges we were faced with. But 2021 has arguably been the most successful season in recent BRC history with an exciting fight for all classes in the series and a very impressive list of registrations.

"Our 2022 offering is an exciting mix of both gravel and asphalt events, each with individual features and formats. This ensures we can provide the traditional challenge that competitors expect from the BRC and they can also be sure of exceptionally high standards of events expected from the series."

CALENDAR

2022 British Rally Championship

DATE	EVENT	LOCATION
April 23-24	Tendring and Clacton Rally	Clacton, England
May 27-28	Jim Clark Rally	Kelso, Scotland
July 9	Nicky Grist Stages	Builth Wells, Wales
August 13	Grampian Forest Rally	Banchory, Scotland
September 3-4	Rali Bae Ceredigion	Aberystwyth, Wales
September 23-24	Trackrod Rally	Yorkshire Filey, England
October 29	Cambrian Rally	Llandudno, Wales

Edwards relished Mull pace

EDWARDS EAGER FOR A RETURN TO MULL

British Rally championship contender Matt Edwards would love to go back and try and claim a Mull Rally victory after showing the pace to do so this year, obliterating a famous stage record by more than one second per mile.

Edwards' prospects were derailed when he put his Volkswagen Polo GTI R5 off less than a mile into the first stage and ended the first day 15 minutes adrift of the leader in 81st overall. After this misadventure, Edwards clawed back 2m30s on the next two legs, finishing a fighting fifth overall, saying that in some ways it was 'even more special' to achieve the final result than to take a win.

"To be fastest overall against the locals was then the catalyst to be able to just completely put it [the mistake] out of my mind and go as hard as we could," Edwards told MN. "The record we had on 'the long one' [Calgary Bay – Loch Tuath] was a bit of a shock to me as I didn't know the record and it's obviously highly regarded. It just all clicked into place.

"I'd love to go back and do it and try and win it," Edwards added. "Obviously the last leg didn't have the local lads [John MacCrone and Paul MacKinnon] but I think I was going progressively faster as I got more comfortable with the place."

PEARSON AND ARMSTRONG REPEAT HISTORY IN SRC TITLE BATTLE

Pearson lost battle in 2016 but believes pressure lies with rival

Garry Pearson and Jock Armstrong can both claim the Scottish Rally Championship on Saturday's Carlisle Stages, but after losing out by one point in their last head-to-head battle in 2016, Pearson believes the pressure is more on his rival than himself.

Pearson said: "We're heck of a lot stronger than we were five years ago, it was the first year in the [R5] car then. We've got a chance of four titles [this year] so, yeah, the SRC would be nice but it's not the be-all-and-end-all.

"Our plan is to go out and beat Jock and win the championship but in some respects the pressure's not really on us, I think Jock's got to be feeling the pressure with what we've done on the last two events when we've had a clean run," added Pearson. "That's the positive for us… at the moment we seem to have the beating of Jock and it's a good mindset to go in with. I wouldn't have said that in 2016, that we always had the beating of him."

While Pearson won the Grampian Forest Rally, Armstrong – driving a Ford Fiesta Rally2 instead of his usual Subaru Impreza this season – has been winless but on the podium three times from four.

Double Scottish champion Armstrong said: "When I had the Subaru I kind of knew everything about it, I had it all fine-tuned whereas with this car I don't. I am getting no seat time in that car which is primarily my own fault, getting about 10 minutes in a test before each rally.

"If I wing it and I get it [the championship], great, but do you know something if Garry gets it: well done him. It's a two-horse race to the end of the year now, I'm just happy I'm still in it."

PRITCHARD FIRED UP FOR THIRD ASPHALT TITLE

Jason Pritchard says he had tunnel vision to win the recent PokerStars Rally on the Isle of Man, propelling him to the position of title favourite ahead of the Asphalt Rally finale.

Looking ahead to this weekend's deciding counter, the Cheviot Stages Rally, the 28-year-old Welshman holds the whip hand as rival Mark Kelly, this year's MN Circuit champion, leads the standings on gross points but, when dropped scores are factored in it is Pritchard who heads the table.

"My target was to be fastest on every stage of the rally, because if you're fastest on every stage of the rally you've won!" Pritchard told MN. "That was my attitude. We were fully focused, that was the aim. We were going to win them both otherwise we wouldn't have been going to the Cheviot, so it was tunnel vision."

Kelly (Ford Fiesta R5) will be equally fired-up and Damian Cole will also be a threat in his new Skoda Fabia R5. Frank Bird will also be a contender for overall victory on his first event in his own Ford Fiesta Rally2.

Pritchard has eyes on the prize

Mull challenge was considerable

CREIGHTON'S MULL WIN WAS TOUGHEST SO FAR

William Creighton has described his Junior British Rally Championship win on last weekend's Mull Rally as one of the hardest-earned in all the time he has been competing.

Creighton moved to the head of the Junior BRC field on Friday night's closing 14-mile test, successfully holding on to the lead to the finish. The delighted Ulsterman reflected that the terrain on last weekend's iconic Scottish event bore a striking resemblance to a stage on one of Ireland's most famous rallies.

"I'm delighted to have won such a tough event," said the Northern Irishman, who narrowed the gap to JBRC points leader Eamonn Kelly.

"It was one of the most challenging rallies I have done. The rally reminded me of the Killarney International. It was like constantly driving the Ardgroom stage!"

He added: "It's amazing to finish eighth overall and really show what the Fiesta Rally4 can do."

RALLY NEWS

ADGESPEED STAGES: BY PHIL JAMES — OCTOBER 10

STONES ON TOP FOR THREE SISTERS GLORY

Volkswagen Polo duo manages to conquer the slippery surface to fend off Darrian's challenge

Photos: pro-rally.co.uk, William Neill, Martin Walsh

Stone fended off a late charge

John and Alex Stone headed the standings throughout the full 12-stage event to bring their VW Polo GTi R5 to victory at Three Sisters.

Although never headed, they saw off a strong challenge from the Darrian T90 GTR of Mark Smith and Tim Nunn, which finished just four seconds in arrears.

Overnight rain left some slippery conditions for the opening pair of stages playing into the hands of those with four-wheel drive. Stone completed them with a five-second advantage over the Ford Fiesta R5 of Paul Murro/Callum Crosswhich later fell back with a loss of turbo boost.

By the mid-rally point Stone had accumulated a 14-second lead but Smith then charged to fastest times on stage seven and eight. Despite recording fastest times on the final three tests, Smith fell four seconds short of glory.

A puncture slowed Wilson on SS10 but worse was to befall Murro as a steering rack failure forced his retirement.

Ian and Oliver Hucklebridge suffered a SS1 spin and a SS6 excursion but finished fourth in their Darrian GTR+ while Berwyn and Mari Haf Evans, who had two off road incidents in their Escort Mk2, grabbed fifth. A pair of ex-John Indri cars were next as Wayne and Darrel Thomas brought their Darrian GTR home sixth ahead of the MG Metro 6R4 of Mark Jasper/Billy Grew.

An opening-stage misfire slowed Stuart and Louise Gilks but it cured itself and their Talbot Sunbeam finished eighth ahead of Greg Williams/Richard Evans who had a trouble free run in their Subaru Impreza. Jack Ives/David Read rounded off the top 10 in their Escort Mk2.

Results

Organisers: Wigan & District Motor Club **When:** October 10 **Where:** Three Sisters Race Circuit, Wigan **Championships:** ANWCC; SD34. **Stages:** 12. **Starters:** 46.
1 John Stone/Alex Stone (VW Polo GTi R5) 26m59s; 2 Mark Smith/Tim Nunn (Darrian T90 GTR) +0m04s; 3 Jason Wilson/Lee Wilson (Darrian T90 GTR)) +0m30s; 4 Ian Hucklebridge/Oliver Hucklebridge (Darrian GTR+); 5 Berwyn Evans/Mari Haf Evans (Ford Escort Mk2); 6 Wayne Thomas/Darrel Thomas (Darrian GTR); 7 Mark Jasper/Billy Grew (MG Metro 6R4); 8 Stuart Gilks/Louise Gilks (Talbot Sunbeam); 9 Greg Williams/Richard Edwards (Subaru Impreza); 10 Jack Ives/David Read (Escort Mk2).
Class winners: A: Matt Walk/Adrian Walk (Ford Fiesta); B: Lee Griffiths/Chris Whithall (Peugeot 106); C Gilks/Gilks; D: Hucklebridge/Hucklebridge.

WEXFORD RALLY: BY MARTIN WALSH — OCTOBER 17

MOFFETT'S SLICK GAMBLE PAYS OFF IN WEXFORD

Josh Moffett steered his Hyundai i20 R5 to a 29.7-second victory over Welsh ace Meirion Evans (VW Polo GTi R5) in the Wexford Volkswagen Rally with Cork's Daniel Cronin (Ford Fiesta R5) a further 34.3s in arrears in third.

A margin of just 2.6s covered the trio after the opening stage where the levels of grip were inconsistent. Moffett admitted to being far too cautious on the second stage as Evans extended his advantage to 6.7s; Cronin lost time at the chicanes and was 5.6s further behind.

With the roads drying out, Moffett took a gamble on soft slicks and it proved lucrative as he took respective gains of 12.3s and eight seconds on the pair of stages to move into a 13.6s lead over Evans.

Cronin overshot on each stage and a misfire added to his woes as he dropped to fourth behind James Stafford's Darrian with Enda O'Brien (VW Polo GTi R5) in fifth and building momentum.

Evans took a whopping 13.1s from Moffett on the penultimate stage, but it was too late in the day to force a lead change.

Not surprisingly, Ireland's newest full-time WRC driver Craig Breen (Subaru Legacy) won the Historics – almost four minutes ahead of Alan Ring's similar car. Breen had issues with the water cooler while Ring had to make adjustments throughout to improve the handling capabilities.

Results

Organiser: Wexford Motor Club **When:** October 17 **Where:** New Ross **Stages:** 6 **Starters:** 137
1 Josh Moffett/Andy Hayes (Hyundai i20 R5) 41m13.5s; 2 Meirion Evans/Jonathan Jackson (VW Polo GTi R5) +29.7s; 3 Daniel Cronin/Shane Buckley (Ford Fiesta R5); 4 Enda O'Brien/John Butler (VW Polo GTi R5); 5 James Stafford/Enda Kennedy (Darrian T90 GTR); 6 David Kelly/Dean O'Sullivan (Ford Fiesta); 7 Gary Kiernan/Darren O'Brien (Ford Escort); 8 Ed O'Callaghan/Kaine Treanor (Ford Escort); 9 Steve Wood/Keith Moriarty (Ford Fiesta WRC); 10 David Condell/Paul Kelly (Ford Fiesta). **Class winners:** Historics: Craig Breen/Mikie Galvin (Subaru Legacy). **Juniors:** Jack Brunton/Sean Brunton (Honda Civic).

Moffett won by almost half a minute in his Volkswagen Polo GTi

TOUR OF THE SPERRINS: BY WILLIAM NEILL — OCTOBER 16

DEVINE DOMINATES AS GREER CLAIMS THE NI CROWN

Devine got back to the top when Henry suffered a stall

Fastest on four stages, Callum Devine and Brian Hoy won the Sperrins by 34.7 seconds to make it three Rally2-spec Ford Fiesta wins in a row following their victories in Cork and Donegal.

Devine claimed a 3.6s advantage after the 4.7-mile SS1, Dens Folly, but admitted struggling on the longer Davagh stage, where eventual runners up Desi Henry and Niall Burns briefly took the lead in their Hyundai i20 R5 before a stall in SS3 let Devine past again. Philip Allen won SS3, trimming Devine's advantage to just under 5s before a crash into a telegraph pole on SS5 promoted Henry to second again.

Behind this battle, Jonathan Greer and Kirsty Riddick had done more than enough with third place to win the Northern Ireland championship for a second time. The Citroen C3 R5 team had a controlled drive to keep out of any drama, their wins in Bishopscourt and Loughgall having given them a comfortable margin in the standings.

Peadar Hurson had a few overshoots on the way to fourth in a Ford Fiesta WRC but set a second fastest time on the final pass of Straw Mountain to finish 5.1s from Greer and, with Damien Connolly, secured the position by 26.1s.

A SS1 puncture and driveshaft issues placed Garry Jennings fifth – a result he was happy with considering the problems. Wrong tyre choices didn't help Joseph McGonigle but a last push resulted in sixth ahead of two-wheel-drive winners David Bogie and John Rowan.

Stephen Wright had a chance to take a second Northern Ireland title but it didn't come through with eighth on the Sperrins. In ninth Stuart Biggerstaff had a gearbox transported from McKinstry Motorsport's Banbridge headquarters for a service change having lost fifth gear early in the day.

Results

Organiser: Magherafelt and District Motor Club Ltd **When:** October 16 **Where:** Swatragh County Londonderry **Championship:** Motorsport UK Northern Ireland Rally Championship **Starters:** 100 **Stages:** six.
1 Callum Devine/Brian Hoy (Ford Fiesta Rally2) 36m20s; 2 Desi Henry/Niall Burns (Hyundai i20 R5) +34.7s; 3 Jonathan Greer/Kirsty Riddick (Citroen C3 R5); 4 Peadar Hurson/Damien Connolly (Fiesta WRC); 5 Garry Jennings/Rory Kennedy (Ford Fiesta R5); 6 Joseph McGonigle/Ciaran Geaney (Fiesta Rally2); 7 David Bogie/John Rowan (Ford Escort Mk2); 8 Stephen Wright/Liam Moynihan (Fiesta R5); 9 Stuart Biggerstaff/Anthony Nestor (Fiesta R5); 10 Niall Henry/Dean O'Sullivan (Fiesta R5). **Class winners:** Richard Hall/Declan Campbell (Ford Escort Mk2 RS1800); Seamus Goodfellow/Joel McFarland (Honda Civic); Philip White/Brian Rowan (Nissan Micra); Jody McManus/Des Sherlock (Ford Fiesta R2); Eamonn McGuigan/Michael Moran (Escort Mk2); Jason Black/Karl Egan (Toyota Starlet); Bogie/Rowan; Andrew Bustard/Kenny Bustard (Mitsubishi Lancer); Kevin Bradley/Brendan McElhinney (Lancer); Greer/Riddick; Devine/Hoy.

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RALLY NEWS

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Bovington is one of the UK's major military installations

UK HOSTS EXTREME E FINALE

Closed event to be held on the Bovington tank ranges near Dorset coast

By Hal Ridge

Britain's Jurassic coast in Dorset will replace Argentina as the host of the final round of this year's Extreme E series one week before Christmas.

The showdown on December 18-19 will be the last round of the five-event series. The contest will be held without spectators at the British Army's Bovington Camp, which is regularly used for tank training.

Major general Simon Hutchings said: "The opportunity to work alongside Extreme E, who are world leaders in electrification of vehicles and sustainable energy production, is very exciting. It will enable us to share innovative ideas which will allow the Army to continue to gain technology advantage globally whilst also contributing to our climate and sustainability targets."

Extreme E was originally scheduled to hold its 'Amazon X Prix' in the Brazilian state of Para on October 23-24, before heading to Patagonia in Argentina on December 11-12 for the 'Glacier X Prix'. Due to the ongoing challenges of Coronavirus in Latin America, the fourth round will be held in Sardinia this weekend before the finale on the tank grounds in Dorset. Neither event will be open to the public.

Fifth event in first Extreme E season will be held in UK

The round at Bovington will be a home race for drivers Jamie Chadwick, Catie Munnings and Oliver Bennett and teams Veloce Racing and United Autosports.

"I'm very excited by this race location – our first event on UK soil," said Extreme E founder Alejandro Agag. "This move is a poignant shift in our mission to race in remote, far-away places to highlight the effects of climate change, as more increasingly, the issues we talk about are literally happening in our backyards."

TEAM EXCITE SEALS CLASS TITLE AS MARFELL CLAIMS BRITISH CROSS-COUNTRY SERIES

Team Excite, the all-female British team aiming to reach the Dakar, completed a 100% finishing record to claim the over four-litre production class on this year's British Cross-Country Championship with its Mitsubishi Pajero raid car.

Driver Jade Paveley and navigator Hannah Davison overcame suspension issues to reach the finish at the fourth event of the year, which was held at Walters in South Wales.

"We've had such a crazy journey, the BXCC has been like nothing I've ever done before, I'd recommend it to anyone" said Paveley.

The overall BXCC title fell to Adrian Marfell and Paul Bartleman, who claimed their third win of the season, leaving them to drop their lowest score from third place in the opening round to win by 36 points.

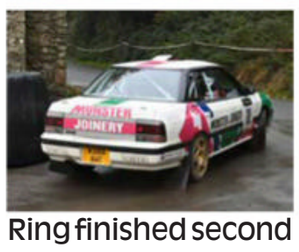
"We were very relieved to make it to the finish," said Marfell. "Thank you to the organising team and all who have put in the work that makes the events run."

Paveley (r) and Davison finished first step to Dakar

WRC ACE BREEN HEADS SUBARU LEGACY 1-2 ON IRISH RETURN FOR THE WEXFORD STAGES RALLY

Alongside the main action on last weekend's Wexford Stages, a hero's welcome was given to Craig Breen as he took the wheel of a Subaru Legacy after permission from his new employer at M-Sport.

Breen's car was built by Stable Engineering (who did fabrication work for Prodrive) and recently the WRC star's father Ray drove the Subaru on the Rally of Legends.



Ring finished second

In Wexford, the younger Breen set three fourth-fastest stage times overall.

Lining up alongside Breen's Legacy was the ex-works car K555 BAT, first driven by Ari Vatanen and recently recommissioned by Alan Ring, who bought it from the late Richard Burns' collection. The two cars finished 1-2 in the historic category, with Breen winning by four minutes.

BTRDA 2022 CALENDAR AND CROSS CAR PLANS

The BTRDA Clubmans Rallycross Championship has revealed its provisional 2022 season calendar, which will feature a similar programme to that of 2021.

Series bosses plan to hold a test day at Blyton Park on February 20, before the first round takes place at the same venue a month later.

Pembrey in South Wales will host a pair of double-header weekends, in April and September, while Lydden Hill and Blyton Park will feature in the gap between the Welsh events. Knockhill in Scotland, the venue that will host the 2021 season finale this weekend, will again close out the 2022 campaign.

The BTRDA series is also evaluating the introduction of an FIA Cross Car category, a single-seater buggy formula created by the governing body to standardise the use of crosscar and crosskart machines predominantly previously used in Scandinavia and Southern Europe. A range of manufacturers, including Thierry Neuville's LifeLive outfit, currently build FIA Cross Car-compliant machines, which are powered by 600cc or 750cc motor cycle engines. Cross Cars have already been used in testing at Blyton Park and autocross events, with prices for new cars expected to be around £23,000.

CALENDAR

BTRDA 2022

R	EVENT	DATE
Pre-Season Test – Blyton Park		Feb 20
R1	Blyton Park	March 27
R2	Pembrey	April 23
R3	Pembrey	April 24
R4	Lydden Hill	May 28
R5	Blyton Park	June 26
R6	Pembrey	Sept 10
R7	Pembrey	Sept 11
R8	Knockhill	Oct 23

FIA Cross Cars could feature in 2022 BTRDA rallycross

VELOCE XE TEAM NEW FEMALE DRIVER SIGNING

Extreme E team Veloce Racing has signed Norwegian rallycross racer Hedda Hosas for the Extreme E rookie test.

The running will take place following the next round in Sardinia this weekend. Hosas will join Veloce's male reserve driver Lance Woolridge at the XE rookie test before making her competitive debut.

The Veloce squad has so far run W Series champion Jamie Chadwick and New Zealand rally driver Emma Gilmour in Extreme E events this year and has given Hosas the nod as the latest female talent to be showcased on the team's roster.

The Norwegian recently made her debut in the Danish Rallycross Championship under the guidance of long-time European Rallycross driver Ulrik Linnemann. Having previously competed on two wheels in motocross in her homeland, she recently signed to compete with Linnemann's rallycross team in 2022.

"It's going to be an entirely new experience as I have been driving in rallycross so far," Hosas said.

"The Extreme E car is much bigger in terms of size so that will take some getting used to, but I think it's really cool that it is electric – that is the future. I can't wait and feel very lucky that I've been given this opportunity.

"I'm looking forward to seeing how the series works. It's going to be interesting to see the area and understand the environmental impacts as well as try out the electric power train. Overall, I think It's going to be a great experience."

Linemann protege Hosas to make Extreme E debut

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RALLY REPORTS

Photo: mkpics.net

NATIONAL HOT RODS: IPSWICH BY GRAHAM BROWN — OCTOBER 16

WALLER-BARRETT GOES AFTER BLOOD...

Carl Waller-Barrett waited until his car was on point to go on the attack at Foxhall Heath

World champions Rob McDonald (17) and Chris Haird (115) battled hard in the final

After having dominated the heats – on the road at least – Jack Blood ended up in a serious tussle for the final honours with Carl Waller-Barrett and it was CW-B who came off best after an enthralling race-long battle between them.

Mark Shelper though ultimately went away with the winner's points from Blood's second race victory after the steward intervened with a contact penalty.

With 35 cars on hand and an all-in format in use due to time constraints, the racing was always going to be lively.

Brett Collison took an immediate lead in heat one but was unable to maintain it, with Colin Hitch in his Peugeot 206 and Dan Guidotti's Mercedes both going by before too long. Having thrown down the gauntlet, this pair settled into their positions while the pack fought to determine who would be the ones to go after them. It was itinerant Scot John Sibbald who got the best of that, but by then he already had a very sharp-looking Blood hard on his heels.

They both relegated Guidotti but Blood was swiftly into second thereafter, chasing down the leader to go ahead six laps from home. This was just about when Dick Hillard clouted the wall and then got hit hard by Steve Phillips a couple of laps later. But even the late caution period occasioned by this proved of no consequence to Blood or indeed Hitch, who managed to fend off Sibbald to the flag.

Collison made another fast start in the second race but lost out this time to Shelper, who looked to be on something of a mission. As Collison gradually got forced down the order, it was Joey Palmer who came up to assume second spot, but with Blood already looming large in his mirrors.

Palmer and Blood scrapped hard over second, attracting a couple of black crosses, with Blood eventually getting in front four laps from home and passing Shelper down the outside of the back straight shortly before the finish. Unfortunately for Blood his handling of a backmarker along the way got him a two-place penalty and handed Shelper the win instead.

With Blood (pole) and Waller-Barrett (courtesy of fourth and fifth in his heats) on the front row for the final, the race always looked like being between these two.

Blood won the drag to Turn 1 with Waller-Barret seemingly content to sit back for a few laps. But once CW-B's car properly came alive so did the fight for the lead, with mere millimetres between them at times. It was just beginning to look as though Waller-Barrett was maybe a tad quicker when the pair encountered a gang of backmarkers, enabling the second man to out-fumble the leader and that was the end of that.

More than a quarter of a lap behind them, Sibbald was defending third place against Chris Haird and subsequently, Rob McDonald. The World champ had not had the best of nights but was absolutely flying in this, even if he did eventually have to settle for fifth (by less than 0.03s) behind Haird.

Waller-Barrett is up to second in English points chase

Results

Organiser: Spedeworth **When:** October 16
Where: Foxhall International Raceway, Ipswich
Starters: 35
Heat one: 1 Jack Blood (Vauxhall Tigra); 2 Colin Hitch (Peugeot 206); 3 John Sibbald (Vauxhall Tigra); 4 Carl Waller-Barrett (Vauxhall Tigra); 5 Chris Lehec (Vauxhall Tigra); 6 Chris Aldridge (Vauxhall Tigra); 7 Jason Kew (Ginetta G40R); 8 Billy Wood (Vauxhall Tigra). **Heat two:** 1 Mark Shelper (Peugeot 206cc); 2 Joey Palmer (Vauxhall Tigra); 3 Blood; 4 Paul Wright (Vauxhall Tigra); 5 Waller-Barrett; 6 Chris Haird (Vauxhall Tigra); 7 Rob McDonald (Vauxhall Tigra); 8 Lance Bowen (Vauxhall Tigra). **Final:** 1 Waller-Barrett; 2 Blood; 3 Sibbald; 4 Haird; 5 McDonald; 6 Kew; 7 Gavin Murray (Vauxhall Tigra); 8 Wood; 9 Gordon Alexander (Vauxhall Tigra); 10 Wright. **Points:** 1 Wood 166; 2 Waller-Barrett 157; 3 Ivan Grayson 146; 4 Aaron Dew 145; 5 Perry Cooke 143; 6 Alexander 131.

DANSPORT HISTORIC RALLY: HRCR BY PAUL LAWRENCE — OCTOBER 10

Photo: Ben Lawrence

Willan's typical spirited handling of his Volvo PV544 gave him the overall title spoils

Paul Crosby and Ali Proctor did everything they could in the hunt for the HRCR title

CROSBY AND WILLAN CELEBRATE IN DERBYSHIRE

After an absence of several years, the Dansport Historic Rally returned to the Derbyshire Peak District to provide a fitting final round of the Motorsport News HRCR Clubmans Rally Championship after an evening session in the darkness of Saturday and a full day of competition in Sunday's sunshine.

Overall winners were Paul Crosby and Ali Proctor after another fine performance in their Porsche 911. They battled for much of the event with title rivals Dan Willan and Andy Pullan in their Volvo PV544 and the Porsche had just 20 seconds in hand at the finish after a see-saw contest. However, the bonus points for running a Category 1 car ensured that Willan narrowly scooped the HRCR title at the expense of Crosby.

Two challenging navigational sections on Saturday evening took crews deep into the Derbyshire lanes and were enjoyed by all while Sunday featured eight special tests, six of them within the grounds of Walton Lodge, as well as a number of regularity sections. The opening section in the darkness of Saturday was a whopping 30 miles and included eight timing points to keep crews on their toes. Crosby and Proctor took a 10s lead they would never lose, but Willan and Pullen were under 10s behind through much of Sunday.

The late autumn sunshine of Sunday brought out many walkers, horses, tractors and cyclists as well as traffic jams around Bakewell so the daylight regularity sections were a little bit of a lottery at times.

Among those to suffer behind a tractor rally was top seed Howard Warren with Ian Tullie alongside in his Porsche 911. The time they dropped helped ensure a lower end top 10 finish for the usual frontrunners. Into third, despite having to cruise home with overheating issues, came the Ginetta G15 of father-and-son Mike and Matt Vokes. They were still able to hold off the VW Golf GTi of Richard Isherwood and Ian Canavan. Darell and Nicky Staniforth edged their Mini Cooper into fifth at the expense of the Volvo Amazon of Paul Dyas and Martyn Taylor.

"It's been a fantastic event," said Crosby at the finish. "The night section was mega!"

Willan, meanwhile, was celebrating his overall HRCR title after some typically spirited handling of the big Volvo. "It has helped having a Category 1 car and it's been a really good year. This was a really tough but enjoyable event with nice tests and you had to keep on it all the time."

Results

1 Paul Crosby/Ali Proctor (Porsche 911) 2m23s; 2 Dan Willan/Andy Pullan (Volvo PV544) +20.0s; 3 Mike Vokes/Matt Vokes (Ginetta G15); 4 Richard Isherwood/Ian Canavan (VW Golf GTi); 5 Darell Staniforth/Nicky Staniforth (Mini Cooper); 6 Paul Dyas/Martyn Taylor (Volvo Amazon); 7 Matt Warren/Ryan Pickering (Ford Escort Mk1); 8 Phil Wood/Kelvin Phipps (Volvo P1800); 9 Howard Warren/Ian Tullie (Porsche 911); 10 Harvey Steele/Martin Pitt (Volvo 144).

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Toyota man doubles up as Sutton zeroes in on BTCC crown P28
SEPTEMBER 30 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS
Landmark result for Merc's star as he denies Norris a maiden win
LEWIS HAILS A MAGICAL MOMENT AS HE HITS A CENTURY
By Matt James
Lewis Hamilton has hailed his rivals after landing his 100th grand prix win in Russia on Sunday, snatching the victory from fellow Brit Lando Norris.
From pole position, McLaren man Norris seemed set to take his maiden victory until a late rain shower left him slithering off the circuit. Hamilton had been called in by his Mercedes team and swapped tyres. He was able to hunt down Norris and take the race win in the dying moments.
Hamilton, who finished one place ahead of his title rival Max Verstappen, says the 100-win benchmark is something he finds hard to believe.
The seven-time champion said: "It's a magical moment. I could only ever have dreamed of still being here and having this opportunity to win these races and get to drive against such phenomenal talent this late in my career and to continue to building with Mercedes. I'm so proud of everything we've done, not only on track but also off."
Full report, p4
Special feature: Lewis's best wins p30
Lewis has achieved his big target
Hamilton left it late to pounce for his 100th win
REPORT
EDWARDS TOPS A DRAMATIC TRACKROD
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HISTORICS

DOWN THE PUB

TOM WATERFIELD

Young VSCC star

Age: 23 **Lives:** Shepton Mallet

Waterfield has quick genes

Racing is in the family

"My parents have done it for years and years. Blakeney-Edwards is the family I'm from. Patrick Blakeney-Edwards is my step uncle so Simon, his brother, is my stepdad. When I was 16 I started racing and started off doing vintage in an Austin 7 then moved on when someone lent me a GN racing special."

He's had a variety of drives

"I started as soon as I got old enough and I've been in the workshop since I was 12. This year has been a highlight, especially coming out of lockdown. I've been really lucky this year and someone I met at Silverstone invited me to race their Cooper 500 Mk9 and I got a third and a second first time out at Mallory Park and then took a lap record and got a first place at Cadwell. Through that a couple other people have said: 'can you have a go in my Formula Junior?' The guy who owned the 500 asked me to drive his ex-Roy Salvadori Cooper T41 Formula 2 car. I was amazed, having only ever driven vintage cars, to get into something that actually wants to go around the corner and then at the same meeting get back into a Frazer Nash."

He's driven the Richard Bolster Special

"Paul Baker, who owns the Richard Bolster Special, asked me if I wanted to do Prescott in it. Obviously I said yes because for a Frazer Nash man it's one of the coolest cars. It's a complete weapon of a car and it's a really nice challenge because you can't just get into it and drive it fast. You have to really learn and grab it by the scruff of the neck and throw it up the hill. It's 200 horsepower, solid rear end and fast steering!"

His style is sideways

"I watched Charles Gillett racing his Nash and wherever he went, he was completely sideways, whether he was on or slightly off the track. And he was just my hero. When I started racing Nashes, going into a corner sideways seemed to be faster than driving it with grip. So that's all I've ever done. I'll drive anything anyone else will stick me in. I love vintage cars, in terms of the actual cars and I just love the era and the style of them, especially the 1920s cars. But in terms of driving cars, I will race anything and the faster and more scary the better!"

Photos: Motorsport Images, Paul Linfoot. Paul Lawrence

The original Asquith Ford Sierra RS500

Jones will take controls

JONES'S DUCKHAMS SIERRA TO BE RESTORED FOR UK RACING

Welshman's RS500 to be returned to competition by Paul Linfoot

By Matt James

British Touring Car Championship hero Karl Jones will be reunited with his original 1988 Ford Sierra RS500 next year after marque specialist Paul Linfoot has bought the car from an Italian owner.

Linfoot and Jones struck up a friendship when Linfoot took several RS500s to the Autosport International Show for a demo in 2017. Since then, Jones has driven Linfoot's cars at various events,.

Now Linfoot has sourced Jones's original RS500, which was built and run in period by Richard Asquith's Asquith Autosport operation. Despite struggling for funds and technical support, Jones took two podium finishes at the height of the Group A era in 1988 and 1989.

Linfoot said that he had been aware of the car's location for four years, but it had taken him a while to reach an agreement with the owner, who had been using the machine for sporadic hillclimb events.

Linfoot said: "I had known about it for ages but was mucked around by the owner for a bit. Finally we did a deal and it's come home. Karl is such a super driver and a real enthusiast for these types of cars. The machine is original and we are going to bring it right back up to spec. When it was in period, it was fitted with rally suspension and that makes me wonder how on earth Karl got the results he did. We have race suspension on it now. The aim is for Karl and I to share the RS500 at the Classic at Silverstone next year and see where we go from there."

Returning home: RS500

Pegg will be back calling the notes in the Ford Escort Mk2

CLARK'S CO-DRIVER BACK IN HARNESS

Roger Clark's co-driver from the 1976 RAC Rally Stuart Pegg will be reunited with their winning Ford Escort Mk2 on Saturday's Lombard Rally Bath.

Pegg, now 76, will partner Eian Pritchard in 'POO 505R' for the demonstration event, which has its key spectator venue at Great Tew near Chipping Norton.

Pritchard has owned the Cossack-liveried car for more than 30 years. The Escort will be one of 70 rally cars on the event that celebrates the 45th anniversary of the first Bath-based RAC Rally.

The first cars will be due at Great Tew just after noon to tackle a mixed-surface stage twice, each side of a visit to the circuit used on Amazon's Grand Tour TV programme. Following a lunch halt, the spectator stage will be tackled twice more along with a further visit to the circuit.

Peking-to-Paris event postponed for a year

The Peking to Paris Motor Challenge, one of the world's toughest classic car events, has been postponed for 12 months due to major ongoing travel issues from the Covid pandemic.

Due to run next June, the 9000-mile, 36-day adventure will move to the same time in 2023. The pandemic has hit everything from hospitality to logistics and plans have also been hampered by China's borders being firmly shut.

HERO-ERA Chairman, Tomas de Vargas Machuca, said: "Every avenue has been explored with as much influence exerted as possible to try in vain to overcome the many obstacles."

Instead, a shorter event based in Mongolia is now being organised for June 2022.

HISTORIC RALLY MEN HEAD FOR SHOWDOWN

Nick Elliott and Dave Price will head to Kielder on Saturday in a bid to clinch the British Historic Rally Championship on the final round, the Carlisle Stages.

The Cheltenham crew have won both rounds to date in the shortened three-event season with their Ford Escort Mk2 but are likely to switch to the Fiat 131 from Rally Sport Developments for the final as the Escort is reprepared for the Roger Albert Clark Rally.

The main rivals for Elliott/Price are Ben Friend and Cliffy Simmons, who have taken second-place points on both rounds to date.

A top-quality historic entry for Carlisle also includes Rhys Yates, Simon Webster and Adrian Hetherington having pre-Roger Albert Clark outings.

Edwards is tipped to run a Fiat 131 on the Carlisle Stages

IN BRIEF

Adrian Boyd

Motorsport News is sad to record the death of Adrian Boyd, one of Northern Ireland's most successful rally drivers of a generation. Boyd, who was 80, rallied through the 1960s and 1970s and won many events including Galway, the Manx and the 1971 Circuit of Ireland in Ford Escorts. He later switched to an Alpine Renault before retiring from the top of the sport in 1979.

Two-litre refresh

Motor Racing Legends is aiming to breathe new life into the U2TC category for 2022. The Under 2-Litre Pre '66 Touring Car grid has been very thin in recent times, despite once having well-supported hour-long races. Starting from Silverstone on October 31, the cars will have a separate start to the concurrent Historic Touring Car Challenge with the aim of stand-alone races next year, alongside the fledgling Sixties Touring Car Challenge.

Hopkirk leads stars

Paddy Hopkirk will head a parade of 80 historic rally cars on Deja vu Donagh Day from Donegal Town on Sunday October 24. Hopkirk will drive a Mini Cooper S, identical to his 1964 Monte Carlo Rally winner. Crews will gather at The Quay Car Park in Donegal from 0900hrs and leave at 1200hrs via the Diamond, the Letterkenny Road, Lough Eske and the Bluestack Mountains to the Stables Motorsports Centre.

Escort for Perez

Seb Perez is due to shakedown a freshly built Ford Escort Mk2 on Saturday's Carlisle Stages. The car is being finished by the team at Dansport and has been built for next month's Roger Albert Clark Rally with a fresh BDG engine. The Carlisle event is likely to be the car's first proper run in the talented hands of the race and rally driver.

HRCR awards

Key award winners in the Motorsport News HRCR Clubmans Rally Championship have been confirmed following the recent final round, the Dansport Historic Rally. Steve Head (Ford Escort Mk2) has been confirmed as expert champion while Stuart Anderson (Bentley Derby Special) is the novice champion. The corresponding co-driver champions are Sarah Binstead and Emily Anderson.

Go free on Carlisle

Spectator access to Saturday's Carlisle Stages is free of charge. The event, based at Kielder Castle, takes in five stages and director Colin Heppenstall has made the event without charge for fans. Details are on the event website at racrmc.org. The rally is the final round of both the British Historic and Scottish Rally Championships.

Famous Escort back

Andrew Stokes and Johnny 'Tad' Evans will field a famous Ford Escort Mk2 on this weekend's Lombard Rally Bath. Stokes will forsake his Mk1, the car taken to success by his late brother David, to run the ex-Henri Toivonen Mk2 owned in period and restored by Peter Clarke Automotive.

Advertising enquiries: 01732 446757

BRITISH GT REPORT: DONINGTON PARK

IN BRIEF

Lind's laps of the Gods
Dennis Lind supplemented his crown at Donington Park with his sixth fastest lap from seven meetings in 2021. Indeed the only event wherein Lind didn't get the best tour – July's Donington visit – was one in which he couldn't as partner Leo Machitski retired early. Lind at Donington added that seeking fastest tour took his mind off the championship tension.

Machitski's qualifier
Even with his championship win, Machitski has identified qualifying as an area to improve. He told Motorsport News: "I've not particularly been strong in qualifying this year, apart from Spa which I know like the back of my hand. That's something I need to work on because I've got the pace, I prove it in free practice or testing and come quali I mess something up and it is purely psychological."

Igoe dashed
WPI Lamborghini pair Michael Igoe and Phil Keen bagged Donington's pole position but their advantage didn't last long as Igoe spun exiting Old Hairpin on lap one, then lost more time beached in Coppice's gravel. "[I was] first to the wetness to find out how slippy it was," Igoe told MN. "If we had stayed on we would pulled over a 40-second lead with the pace that we had."

Turner/Topham top
The GT3 crown wasn't the only one confirmed at Donington, as Newbridge Aston Martin duo Matt Topham and Darren Turner secured GT4's Pro-Am title, despite not taking part in Brands Hatch's season opener. Turner told MN: "Matt is super talented and as an Am driver he's very good at analysing his performance and seeing what he needs to do to find the next tenth. He puts a lot of work in; he's very passionate."

Not-so slick choice
The Andrew Gordon-Colebrook/Chris Salkeld Century BMW went against the grain by starting the damp race on slicks, which backfired. "We had a situation in 2019 very similar to this and we stayed on wets and it dried and it was a really wrong call," boss Nathan Freke explained to MN. "We [therefore] thought 'it's worth it' [but] the track just did not come to us, I couldn't believe how long it took [to dry]."

Going for gold
The meeting wasn't all gloom for Century, as its Will Burns/Gus Burton car, that sealed the overall GT4 crown at Oulton Park last month, had gold livery flashes added to mark the achievement. "I thought 'why not?'," Freke explained. "Some people might think it's a little bit showy but they've worked really hard for it and we worked really hard for it."

Century's gold Beemer

Machitski and Lind celebrate

Enduro holding off RAM was vital for title

MACHITSKI AND LIND HOLD ON FOR THE TITLE

Barwell Lamborghini takes the crown in a tense finale as RAM's Buurman and Loggie are denied by Enduro McLaren's first win. By Graham Keilloh

In theory there were five contenders for the overall GT3 title in the 2021 British GT championship's Donington Park finale. In reality Leo Machitski and Dennis Lind in their Barwell Lamborghini held the aces. They had an 18.5-point advantage with 37.5 available and, unlike their nearest rivals, they didn't have a success penalty to serve.

Machitski/Lind did prevail for the title, but it was via something of a tightrope walk. You know what they say about slips between cup and lip.

"That was super-tense," new champion Lind admitted to Motorsport News. "But it's good now."

The first slip was in qualifying when Machitski spun at the esses, and with that and other disruption the Lamborghini started only sixth with all-but-one of its title rivals ahead. Still though all was far from lost.

The second slip was the opening stint run in wet-but-drying conditions. Herein Machitski was cautious and ran a distant fifth. "I lost too much time, but it was what it was," Machitski told MN. "I drove to my comfort zone, trying not to be ever at risk. The pace was there: I set fastest Am lap in the end."

It meant Lind took over in fourth place, over 30 seconds shy of the third place that would ensure the championship no matter what closest challenger Ian Loggie/Yelmer Buurman's RAM Mercedes did. Yet it seemed no matter, as Team Abba's Mercedes in Richard Neary's hands led the wet opening stint convincingly ahead of its RAM counterpart.

Richard's son Sam took over with a 10s lead, and all changed to slicks, but then the Nearys' advantage quickly evaporated. "I made a few mistakes I shouldn't be making," Sam told MN.

First onto its tail however was the Morgan Tillbrook/Marcus Clutton Enduro Motorsport McLaren, which had been a factor throughout. Indeed it has in Clutton's words been "knocking on the door" for much of its debut season.

Tillbrook, starting second, put in a strong opening stint in the top three, then Clutton got past second-placed Buurman at Melbourne hairpin with a fine move pinning his opening to the damp inside line. A little while later he thrust past Neary for the lead at Goddards amid traffic.

Yet with just over half an hour left Buurman got by Neary too, when the latter locked up at Redgate and ran through the gravel. It meant that, all of a sudden, Barwell title hopes hung by a thread. All separating the RAM Mercedes from the championship was Clutton ahead seeking his and his team's freshman British GT race victory.

The thread got particularly strained as Buurman trimmed the gap to as little as 1.3s as they dodged a never-ending succession of backmarkers. The tension was etched across all faces.

Clutton though kept Buurman at arm's length. And Buurman was denied any last-gasp charge when Jordan Collard parked his out-of-fuel GT4 Team Rocket RJN McLaren at Coppice and the red flag was thrown with just over a minute left. The championship, via is detour route, went to Machitski and Lind after all.

It was hard to deny they were worthy champions, having looked the category's pacesetters ever since Lind's dazzling stint in the Brands Hatch season opener.

"I sort of knew the positions [ahead] because coming down the back straight I could see them coming through the last corner," Lind explained of his Donington run. "But it was getting a little bit close between the McLaren and the Mercedes so I thought it's going to be difficult,

> ***"It was a little bit terrifying every lap"***
>
> **Dennis Lind**

Moore (l) and Cowley (r) completed late-year upturn with GT4 win

Photos: Jakob Ebrey

GB3 REPORT BY STEFAN MACKLEY

O'SULLIVAN MAKES HIS CHAMPIONSHIP OFFICIAL IN STYLE

Zak O'Sullivan claimed the GB3 championship crown in style last weekend at Donington Park, with two further victories capping off an impressive maiden season in the series.

The 16-year-old entered the final meeting of the year as champion-elect mathematically, with the number of competitors influencing how many points would be available for the full-reversed grid race, where a point is on offer for each position gained.

With a maximum of 110 points up for grabs across the three races and a 112-point buffer over Carlin team-mate Christian Mansell, O'Sullivan was assured of the championship as he lined up for the opening race barring indiscretions.

A championship qualifying lap record had placed him on pole, but he had to battle to retain the top spot through the opening corners as second-row starter Reece Ushijima challenged around the outside at Redgate and down the Craner Curves.

In a scenario reminiscent of their battle at the same venue earlier in the year, O'Sullivan secured the lead into the Old Hairpin and duly held the Hitech GP driver at arm's length to take victory and put the title beyond doubt.

"Five weeks we've been waiting for this," said O'Sullivan. "It's great to get my first championship with the boys and girls in blue. The early phases of the championship we were able to build a bit of a lead and in the second phase I've been quite unlucky with a few DNFs and it's been championship management since then."

Behind the leading pair in race one, Arden's Roman Bilinski took another podium having avoided a multi-car collision between Sebastian Alvarez, Mansell, Ayrton Simmons and Roberto Faria at McLeans on the opening lap, from which Alvarez retired. The chaos allowed Branden Oxley to finish an impressive fourth from 10th on the grid.

Rain greeted the drivers for Sunday's opening contest, with the race starting behind the safety car. None of this mattered to O'Sullivan, who having wrapped the title up the day before was hoping to "have some fun" in the remaining races and showcased his talent with an imperious display.

Having disposed of Bart Horsten's Hitech machine at the Old Hairpin immediately after the safety car withdrew, he led moments later with an overtake on Ushijima into the Melbourne Hairpin.

The Carlin driver won by 7.4 seconds as Ushijima took second spot again. Horsten lost third place on the final lap after running wide at Coppice, allowing Mansell to complete the podium.

Simmons took fifth with one of the overtakes of the year, hanging on around the outside of Bilinski at Coppice, while Bilinski finished sixth before a six-second penalty for an opening-lap collision with Alvarez dropped him to ninth.

Focus turned to second place in the standings for the full-reversed grid finale, with Simmons and Mansell tied on points and Ushijima just five behind for the swansong for the Tatuus chassis that will be replaced next season.

Any hopes of snatching second in the standings for Ushijima disappeared along with the air in his right-rear tyre on the opening lap, necessitating a pitstop. Mansell meanwhile could only manage 14th after colliding with Javier Sagrera at McLeans, with the Elite Motorsport driver retiring. Chris Dittmann Racing's Simmons, minus his left-front wing element, finished 10th and with it second in the standings while O'Sullivan ended his championship-winning campaign eighth having climbed from 21st and last on the grid.

At the head of the field, Fortec's Mikkel Grundtvig repeated his reversed-grid win from earlier in the season at Donington, leading from pole, with Alex Fores (CDR) and Frederick Lubin (Arden) filling the podium.

O'Sullivan made his title official at Donington

RACE WINNERS

Races 1 & 2: Zak O'Sullivan (Carlin)
Race 3: Mikkel Grundtvig (Fortec Motorsports)

because in that position you're helpless. So that was a little bit terrifying every lap."

Clutton and Tillbrook's win was equally worthy, for a fine debut season effort that hadn't before Donington got its reward in results.

"I didn't have anything to lose; I wasn't in the championship fight; I wanted to win," Clutton told MN. "I didn't want to finish just on the podium. That paid off.

"It's fabulous for the team. It's been a hell of a year. I've not run a team completely on my own before and this year I have.

"Morgan did a sterling job. Amazing job what he's done over the season, from crashing at Brands Hatch on the green flag lap to winning the last round is such a transformation."

GT4's race win also felt worthy. The Academy Mustang of Matt Cowley and Will Moore – a title-challenger effort in 2020 – has had a frustrating 2021, but it was able to seal its late-season upturn with its second win of the campaign, and with it got championship runners-up spot.

At Donington they prevailed in a three-way battle with Rocket RJN McLaren driver development pair Michael Benyahia/Alain Valente plus Century BMW's new champion duo Will Burns and Gus Burton. After the polesitting Steller Audi dropped back in stint one with a tyre problem, the protagonist trio took turns in the lead during the damp first hour.

But the pitstop round awaited, and with it varying success penalties. The BMW had 20s to serve while the Mustang had 10s and the McLaren zilch. This, with the co-drivers taken over, reversed the top three to McLaren-Mustang-BMW, or Valente-Cowley-Burton.

And Cowley was able to hunt down and pass Valente to win, looking comfortable in first as he did so. Cowley told MN: "We had a tough start to the season but after Spa we really turned it around, making a podium every race weekend basically. Puts us in good stride for the start of next season, whatever we're doing."

Moore added: "From the practice session on Thursday we realised the pace was in the car and the set-up we were in a sweet spot.

"We actually put a dry set-up on the car anticipating it to go to slicks later in the race, so it took me a while to get the tyres up to temp and get my eye in. I was just managing my pace waiting for the call to go to slicks. It was kind of lucky really: we put a wet set-up on the car, didn't like it in the warm-up so put it back to dry."

SUPPORT RACES

Josh Steed claimed an emotional Ginetta GT5 Challenge title at Donington Park, having stepped back from racing last year due to the Covid-19 pandemic and the death of his father. Third in the opener – having been demoted to fourth due to a track limits penalty and then promoted back to third at another driver's expense – secured him the crown in race one. Will Aspin could have left Donington with a hat-trick of wins, but was disqualified from the opening race along with five other drivers having exceeded track limits under waved yellow flags. John Bennett inherited race-one victory from reigning Mazda MX-5 Supercup champion Sam Smith, who took two podiums on his debut weekend in the championship. Aspin cruised to another comfortable win in a wet second race, while in race three he battled hard to defend from Smith.

Angus Whiteside capitalised on 2021 champion Toby Trice's absence to win two out of three Ginetta GT Academy races. His first success came in a wet race two, where he remained composed while his nearest rivals all made mistakes in treacherous conditions. Championship debutant Mackenzie Walker was nine seconds behind in second. Rookie champion Whiteside took another impressive win in a dry race three despite bogging down off the line from pole. A track-limits penalty cost on-the-road victor Roy Alderslade in the opener, dropping him to fourth as Wes Pearce took his first win in the category.

With Theo Edgerton sitting out the final Porsche Sprint Challenge meeting of the year having secured the title, 2020 champion James Dorlin returned to dominate proceedings with two lights-to-flag victories at Donington. Success in a wet opener came after early pressure from Matthew Armstrong, before a more commanding win in the dry second race ahead of championship runner-up Jack Bartholomew.

Fresh from his race-winning Ginetta GT5 Challenge debut, five-time BMW Compact Cup champion Steven Dailly took his customary brace of wins at Donington despite an excursion in the opener after sliding wide on dropped oil at the Fogarty Esses. Guy Davis was his closest challenger on both occasions, as Ian Howes and Mikey Doble each took a podium finish.

Stefan Mackley

RACE WINNERS

- **Ginetta GT5 Challenge**
  Race 1: John Bennett
  Races 2 & 3: Will Aspin
- **Ginetta GT Academy**
  Race 1: Wes Pearce
  Races 2 & 3: Angus Whiteside
- **Porsche Sprint Challenge**
  Races 1 & 2: James Dorlin
- **BMW Compact Cup**
  Races 1 & 2: Steven Dailly

Steed took GT5 title a year after stepping back from racing

RESULTS

British GT Championship 2021

Round 9: Donington Park, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Morgan Tillbrook/Marcus Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	1h57m00.470s
2	Ian Loggie/Yelmer Buurman	RAM Racing/Mercedes-AMG	Pro-Am	+1.989s
3	Richard Neary/Sam Neary	Team ABBA Racing/Mercedes-AMG	Silver-Am	+17.786s
4	Leo Machitski/Dennis Lind	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+34.044s
5	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+39.466s
6	Nick Jones/Scott Malvern	Team Parker Racing/Porsche 911	Pro-Am	+39.838s
7	Mia Flewitt/Euan Hankey	Team Rocket RJN/McLaren 720S	Pro-Am	-1 lap
8	Andrew Howard/Jonny Adam	Beechdean AMR/Aston Martin Vantage	Pro-Am	-1 lap
9	Stewart Proctor/Lewis Proctor	Balfe Motorsport/McLaren 720S	Silver-Am	-1 lap
10	Kelvin Fletcher/Martin Plowman	Paddock Motorsport/Bentley Continental	Pro-Am	-1 lap

11 Ian Stinton/Jordan Witt (Tolman Motorsport/Bentley Continental) -2 laps; 12 Michael Igoe/Phil Keen (WPI Motorsport/Lamborghini Huracan) -3 laps. **Pole position:** Igoe/Keen 2m53.808s (aggregate time). **Fastest lap:** Lind 1:28m236s (101.48mph). **Winner's average speed:** 89.26mph.

Round 9: Donington Park, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Will Moore/Matt Cowley	Academy Motorsport/Ford Mustang	Silver Cup	1h57m46.030s
2	Michael Benyahia/Alain Valente	Team Rocket RJN/McLaren 570S	Silver Cup	+2.514s
3	Will Burns/Gus Burton	Century Motorsport/BMW M4	Silver Cup	+7.761s
4	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 570S	Pro-Am	+50.835s
5	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	-1 lap
6	David Holloway/Bradley Ellis	Century Motorsport/Aston Martin Vantage	Pro-Am	-1 lap
7	Katie Milner/Harry Hayek	Team Rocket RJN/McLaren 570S	Silver Cup	-1 lap
8	Jack Brown/Ashley Marshall	Balfe Motorsport/McLaren 570S	Silver Cup	-1 lap
9	Mark Sansom/Charlie Robertson	Assetto Motorsport/Ginetta G56	Pro-Am	-1 lap
10	Colin White/Mike Simpson	CWS Racing/Ginetta G56	Pro-Am	-2 laps

11 Richard Williams/Sennan Fielding (Steller Motorsport/Audi R8 LMS) -3 laps; 12 Chris Salkeld/Andrew Gordon-Colebrooke (Century Motorsport/BMW M4) -3 laps; R James Kell/Jordan Collard (Team Rocket RJN/McLaren 570S) 63 laps; NC John Ferguson/Jamie Caroline (Toyota Gazoo Racing UK/GR Supra) 27 laps. **Pole position:** Williams/Fielding 3m09.568s (aggregate time). **Fastest lap:** Fielding 1m36.045s (93.23mph). **Winner's average speed:** 82.35mph.

DRIVER STANDINGS

Barwell duo get the garlands

BRITISH GT: GT3

POS.	DRIVER	POINTS
1	Leo Machitski/Dennis Lind	172
2	Ian Loggie/Yelmer Buurman	162.5
3	Adam Balon/Sandy Mitchell	142.5
4	Michael Igoe/Phil Keen	135
5	Andrew Howard	129.5
6	Jonny Adam	111.5
7	Stewart Proctor/Lewis Proctor	87.5
8	Richard Neary/Sam Neary	75
9	Morgan Tillbrook/Marcus Clutton	67.5
10	Nick Jones/Scott Malvern	64

11 Kelvin Fletcher/Martin Plowman 59.5; 12 Ross Gunn 18; 13 Sam De Haan/James Cottingham 15; 14 Shamus Jennings/Greg Caton 14; 15 Lucky Khera/Ross Wylie 1.5

Burns/Burton had title sealed

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Will Burns/Gus Burton	209
2	Will Moore/Matt Cowley	112.5
3	James Kell/Jordan Collard	107.5
4	Matt Topham/Darren Turner	106.5
5	Chris Salkeld/Andrew Gordon-Colebrooke	102.5
6	Jack Brown/Ashley Marshall	79.5
7	Richard Williams/Sennan Fielding	78
8	Alain Valente/Michael Benyahia	67
9	Nick Halstead/Jamie Stanley	66.5
10	Mark Sansom/Charlie Robertson	63

11 Harry Hayek/Katie Milner 57; 12 John Ferguson 48.5; 13 Scott McKenna 43.5; 14 David Whitmore/Jake Giddings 24.5; 15 Jamie Caroline 5

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NEUVILLE KEEPS HYUNDAI IN 2022 WRC TITLE RACE

Rally Spain kept the drivers' and manufacturers' titles open to finale, writes Nick Garton

Neuville smoked his rivals on Rally Spain

Ogier lost ground to team-mate

RESULTS

World Rally Championship round 11/12
Event: Rally Spain **Where:** Salou, Spain **When:** October 15-17

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 Coupe WRC	2h34m11.8s
2	Elfyn Evans/Scott Martin	Toyota Yaris WRC	+24.1s
3	Dani Sordo/Corrido Carrera	Hyundai i20 Coupe WRC	+35.3s
4	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	+42.1s
5	Kalle Rovanpera/Jonne Haltunnen	Toyota Yaris WRC	+1m 31.8s
6	Gus Greensmith/Chris Patterson	Ford FiestaWRC	+4m17.3s
7	Oliver Solberg/Craig Drew	Hyundai i20 Coupe WRC	+4m26.7s
8	Nil Solans/Marco Marti	Hyundai i20 Coupe WRC	+4m34.9s
9	Eric Camilli/Maxime Vilmot	Citroen C3 Rally2	+9m49.4s
10	Nikolay Gryazin/Konstantin Aleksandrov	SKoda Fabia Rally2 Evo	+10m05.9s

WRC2: Camilli/Vilmot; **WRC3:** Lindholm/Hamalainen. **Championship:** 1 Ogier 204; 2 Evans 187; 3 Neuville 159; 4 Rovanpera 140; 5 Tanak 128; 6 Breen 76, etc. **Next rally:** Rally Monza, November 19-21

Sordo delivered for team and country in his best showing in years

Thierry Neuville claimed a dominant victory on Rally Spain, the penultimate round of this year's World Rally Championship, thereby keeping the embers of Hyundai's manufacturers' campaign aglow until the final round at Monza next month.

Britain's Elfyn Evans took a solid second place, minimising the damage to Toyota's lead over its Korean rival. The Welshman also took momentum away from team leader Sebastien Ogier in their battle for this year's drivers' title, narrowing the gap to 17 points with a maximum of 30 left on the table.

Back in 2009, the last time that Rally Spain was held purely on asphalt, there was a clamour for something different to be added to what was, by a long way, the most predictable event on the calendar. The drivers all knew the stages like the back of their hands and usually Spain would witness Sebastien Loeb trailed by Dani Sordo with their competition half a minute behind.

Spain became a mixed-surface event thereafter, but for 2021 it was return to all-asphalt rallying and equally the return of an oddly muted spectacle. The real highlight came from the ever-present Spanish rally fans, who provided the WRC with an opportunity to bask in that unique and unalloyed love of the sport that its Iberian fanbase lavishes upon it.

There were two Spaniards competing for top positions whom the locals urged lustily onward: Dani Sordo returning to the cockpit of the third works Hyundai, while a 2020-spec car from Hyundai's 2C operation was handled by reigning Spanish national champion, Nil Solans. Both men acquitted themselves admirably, with Solans easily the most spectacular WRC runner through the stages.

Fan footage revealed that they had to contend with the lunatic fringe at times, with one particularly geed-up local choosing to lunge out waving a large hat that almost caused a disastrous loss of concentration for Solans. As it was, he converted the drama into yet another epic powerslide, but it made for rather uncomfortable viewing.

When the field left Salou on Friday morning for the opening loop of three stages, it was Evans who came out with the bit between his teeth, stealing a 5.1-second advantage on the opening test and keeping Neuville pegged back in second until the midday service. At this point, the complexion of the rally changed as the drivers tinkered with their set-ups – Evans going the wrong way while the Belgian got his Hyundai behaving how he wanted.

Neuville duly set about claiming the lead, while behind this battle both Ogier and Sordo were tied in a private contest for the final step of the podium. Neither man was entirely at ease with their set-up choices, but they were at least pulling away from their teams' respective gravel aces, with Toyota's Kalle Rovanpera holding fifth ahead of the Hyundai of Ott Tanak – until the Estonian knocked a corner off his i20 on SS4 and left Rovanpera to have a lonely run for the next couple of days.

Behind the 'big six' in the championship this year, the M-Sport Fords of Adrien Fourmaux and Gus Greensmith were in a competition with each other plus the second-string Hyundais of Solans and Oliver Solberg.

Also in this mix should have been the fourth Toyota of Takamoto Katsuta, but on the very first stage the Japanese driver made it four big crashes in as many events. On this occasion he was able to get the damage to his Yaris repaired and he restarted on Saturday.

Friday's six stages ended with Neuville 0.7s ahead of Evans, with Ogier almost 19s in arrears and just 5.4s clear of Sordo. On Saturday morning the Belgian unleashed a spirit-crushing string of four consecutive stage wins that was only ended when Ogier finally got his Yaris handling sorted and set fastest times on SS11 and SS12.

Despite these stage wins, Ogier ended the day with only 1.2s in hand over Sordo, who in turn proceeded to light up the final day's stages. Sordo won all three and then sent Spain into raptures when he rocketed through a tricky wet-and-dry Powerstage to close out the event. Not only were Spanish eyes smiling, but so too were those of his Italian team boss, Andrea Adamo. "I kick the ass of Dani so many time in the last years to wake him up, today I have to say 'thank you'," he said. "It's the Dani we were not seeing for some years."

Fourmaux would take himself out of the running on Saturday afternoon when a misheard pacenote prompted him to smite the Armco. Some impressive MacGyvering on the road section let him complete the day with three-wheel drive but it handed Greensmith a home run in the entertaining M-Sport internal battle.

This was another solid result for the Englishman, with the added poignance of it being the last time that he will share a car with stalwart co-driver Chris Patterson. The Ulsterman came out of retirement to successfully guide Greensmith towards

Photos: mcklein-imagedatabase.com

Greensmith gave Patterson a solid run to bring the veteran co-driver's WRC career to a fitting close

Spanish champion Nil Solans put his stage knowledge to good use and provided enormous spectacle

consistency and will now step back to allow a new permanent partnership to forge their relationship in Monza as preparation for the 2022 season.

In a final twist, while Sordo set Sunday's stages alight, the sister car of Neuville attempted to set its driver alight at the inal regroup, when it refused to start by normal means.

The Belgian was obliged to give it a bump start while co-driver Martijn Wydaeghe worked the wheel and when the engine caught its exhaust belched a huge flame that enveloped its hapless driver and his tempered his celebrations.

"We had a good clean run until nearly the end, everything was working perfect, but unfortunately lots of stress before the last stage again," said the lightly singed winner. "Really disappointed about that because otherwise the weekend would have been perfect and nice, but now it isn't, and I don't know what to say to be honest."

All eyes now fall on Rally Monza and the season finale on November 19-21.

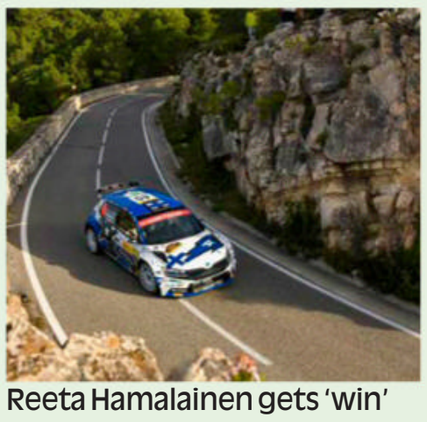
CO-DRIVER CREDITED WITH WRC3 WIN

Officially at least, victory in WRC3 fell to co-driver Reeta Hamalainen, but while the young Finnish woman is undoubtedly a huge talent, she drove only the smallest possible number of miles before handing over the reins to her regular driver, Emil Lindholm.

'Hamalainen' was never headed on the event, albeit while being chauffeured by Lindholm, who had already made his maximum seven rally starts this season and was driving purely for fun – the points for victory will for evermore be credited to his co-driver. Not that it mattered.

"It feels good," Lindholm chuckled heartily. "I love the roads in Spain nearly as much as our roads at home. I guess that explains the performance!"

In their wake, Kajetan Kajetanowicz finished almost half a minute behind,



Reeta Hamalainen gets 'win'

but a puncture prevented Chris Ingram from completing an all-Skoda podium. While misfortune cost Britain's 2019 European champion the position, it meant that third place fell to Motorsport Ireland Rally Academy driver Josh McErlean, who clinched his first appearance on the WRC3 podium at the wheel of his Hyundai i20.

HEARTBREAK FOR ARMSTRONG AS PAJANI CLAIMS JWRC TITLE

Jon Armstrong did everything right on the first day in Spain, an event which should have seen him crowned as Northern Ireland's first WRC title winner for 17 years. On his favoured Tarmac, he built a lead of 15.9 seconds throughout Friday's running that set him up to pass JWRC points leader Sami Pajari.

Then came Saturday morning and an opening stage that ran in the dark with thick fog. Armstrong went off, coming to rest awkwardly and taking five minutes to regain the road, although his car was largely undamaged and he was able to press onward. Three stages later, however, Armstrong came off for a second time in his haste to get back on terms and retired with steering damage.

"I came in with a little bit too much speed and I saw some loose gravel on the outside, so I tried to keep in off that, but then I clipped… like a drain, and that did the damage on the front left and spat us out," Armstrong said.

The only other man with a shot at the title, Martin Seks, also went off on the same stage, after which Pajari just had to reach the finish, becoming, at 19 years and 325 days, the youngest-ever Finnish World champion.

"I don't know what to say," he said. "That's some really big words… I feel so thankful for so many people making this possible. So I think it's not only me who deserves it, it's many, many people."

Jon Armstrong congratulates Junior WRC champion Pajari

OSTBERG SURRENDERS WRC2 TITLE TO MIKKELSEN

Andreas Mikkelsen claimed the WRC2 crown without turning a wheel in Spain, the Norwegian having elected to skip the fixture as his only rival, defending champion Mads Ostberg, already had a mountain to climb in his final event of the year. Ostberg's mountain would ultimately prove impossible to conquer.

Victory on the Spanish stages fell to Frenchman Eric Camilli in the sister Citroen to Ostberg's car. Camilli drove flawlessly throughout the weekend and was only briefly headed during Friday's action. The victor's composure in fending off Teemu Suninen's impressive pace, on his first outing for Hyundai, illustrated that Citroen's talent scouts remain keen-eyed with another French star in the making.

As for Ostberg, he simply couldn't catch a break all weekend. After jousting with Camilli early on, he dropped two minutes to a puncture on SS5 and would have to rely upon similar misfortune striking the other runners in the evenly matched field. "I was very frustrated at the beginning but now it's like the fifth rally with a similar scenario," he said, admitting that he was then forced to run on dampers ill-suited to the Spanish roads after the correct kit was waylaid.

"Somehow, it's stuck in the customs in Barcelona, and it's been since Friday. So when we have damaged suspension from day one, we obviously didn't have a second set so it's stuck there somewhere."

In the end, Ostberg was powerless to claw back sufficient points to stay in the title battle and Mikkelsen was delighted to taste the champion's champagne while in civvies in the Toksport service area.

"My big game is to become champion in the proper class," he said. "Being back in the WRC… that's my big game. This year, our focus was to try to win the WRC2 and ERC (European Rally Championship), and both championships look really, really well."

Spanish customs put a damper on Ostberg's title defence

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FEATURE

SLIDING DOORS: BERNARD DOLAN – THE OH-SO NEARLY MAN

Andy Hallbery speaks to one of the most overlooked talents from these shores

Dolan got his chance in Opel Euroseries

Bernard Dolan is widely respected by his rivals from the late 1980s and early 1990s, a number of Formula 1 and IndyCar winners citing him as the "best talent who never made it."

When told that Bernard laughs and says in his full Dublin accent: "Yes, but they made it and I didn't!"

Despite a variety of opportunities that others took, the cards never landed in his lap.

As you will read, he's raced and beaten the best. His 1988 Formula Ford Festival competitors included future star Michael Schumacher.

With next-to-zero budget throughout his career, he has beaten Eddie Irvine, Rubens Barrichello, David Coulthard, Indy 500 winner Kenny Brack and countless others whose careers progressed to the big time, worldwide. His own career is also linked pretty much throughout with two-time IndyCar champion and Indy 500 winner Gil de Ferran.

On his own terms in late 1991 Dolan walked away from racing completely. No turning back, not even watching F1 on TV. Today he is back, and since 2015 has successfully run his own Formula Ford team, winning in 2015-16, 2018-19 and this year with Chris Middlehurst and is planning to run at least five cars in next weekend's Formula Ford Festival. His passion for the category has not diminished in the slightest. Missing driving? Not at all.

While doing this feature it was pointed out we'd been talking for more than three-and-a-half hours. In true Irish style he came back with "Christ I talk a lot of shite, don't I?"!!!

Well actually, no, he doesn't.

Question: How did you start racing?
Harvey Belmont
Via email
Bernard Dolan: "I was always watching Formula 1 on TV. The very first grand prix I went to was Silverstone in 1981 when John Watson won. My dad also liked motorsport, but we were never from a motorsport family. It was all horses. My brother and sister were into horses, cars weren't really a thing.

"I remember watching as a kid, and my dad liked it as well. He fancied going to the grand prix. You know when you look back on your life and certain memories are very vivid, with a picture in your head? I remember arriving at Silverstone and parking up in the field and we were walking along the back of the start-finish straight and we could hear the cars. Television doesn't really give you an appreciation of noise. I could hear the cars, and I thought 'oh wow'. That noise was the first thing that hit me. I could see beneath the grandstand and all I could see was the rollhoops of the cars going by on

Photos: Motorsport Images, Jakob Ebrey

Dolan's first Festival was in Johnny Herbert's wake

the straight, and I recall physically running just to see them! That was a real thing that hit me. I never thought I'd drive a car, that never came into it.

"Through the horses there was a girl we knew and her brother was racing, so we asked if there was any chance I could go down to Mondello Park and meet him? His name was Alan Hick.

"From there I bought his car, a Crossle 32F. I never did any karting, and that was my first car. I bought it to see what it was like, and to have a bit of fun. I never thought I was any good at it, or thought about winning, or any ideas of where it would lead to.

"The first time I drove the car, I thought, 'I've made a big mistake… This is not for me!' My first time ever winning a race was that same year, and it was a B race. Eddie Irvine had just got a brand spanking new Mondiale. At the time, there were no prima donnas, we were just club racers and there was always a good vibe about it.

"Eddie had a new car, and had about a year or so more experience than me, so should have been quicker. But he had some sort of technical problem. I qualified third or fourth, but got the lead going into the first corner – my first time ever leading a race – and then just focused on not making mistakes. Bit by bit Eddie was catching me, but I won. It was quite an amazing feeling to win your first race."

Question. I always associate you with the Formula Ford Festival, when was your first one?
Thom West
Via email
BD: "My first time racing in the Festival was 1985, the year that Johnny Herbert won. I had been the year before to watch when Gerrit van Kouwen won it and I was blown away by the sheer numbers, it was huge, and the quality and standard of drivers at the sharp end was really impressive. FF1600 was then in a lot of countries, so when they all got together for that one event it was a great spectacle.

"That first year I drove I certainly went off at some point at every single corner in testing. After that I realised the level and the standard, and I said I wouldn't go back there until I was on the top of my game.

"I remember also in 1985 that Eddie [Irvine] was parked next to me sleeping in his truck, and I had a camper van, and I said he should sleep in that instead. He said no, but again a vivid memory, he said to me after the first heats when Herbert was right at the back after he'd had his incident and Eddie saying, 'Well, that's Herbert out of it now…' Little did we know!

"That was my first Festival – and we wrote the truck off from there on the way back which wasn't good. Gerry the mechanic was driving the last stint and he dozed off only a mile from Holyhead. I was fast asleep, and suddenly I woke about 30 feet before this lamp post. I remember grabbing the bar above my head and swinging my legs over the centre unit. There was a bang as we hit the lamp post. Where the footwell was came up and met the seat where I'd been sitting, so somebody was obviously looking after me."

Question: How did you get to move to England?
Siobhan Armstrong
Via email
BD: "I'd shown bits of speed and Mondiale were relatively new at the time. Leslie Drysdale and Denis McGall, who were owners at the time of Mondiale, said they were interested in me to have one of their cars to race in Ireland, obviously not free but if I did well, there was a possibility that I could go to the works team in the UK. Dennis's son Jonathan McGall was already racing there in the UK.

"I felt I had nothing to lose, see what happens. My dad was also excited about the whole thing too. He liked the fact that he could help me financially doing something I liked, and he got a buzz out of it as well.

"I won the Irish championship in 1987, and then came to England in '88 with Mondiale. Going to England was never my intention when I started, but you get addicted to it, and you get a bit good at it. It became a choice of 'do I stop, or do I see how far I can go with the sport?'

"So I decided to go for one year, and if I didn't win a race, I was going home. Now, I didn't win a race, but I did lead most of one in the wet at Cadwell Park. Vincenzo Sospiri eventually won it. I also realised that at Mondiale we didn't have the engines that the others in the works teams had, but that drive opened the eyes of the other teams.

"At the Festival that year although I finished second in my heat, second in the quarter, second in the semi and was running second in the final, I wasn't really there on pace. If the car was good, and you drove right you could just about hang on to the really quick guys in the slipstream.

"In the final I was running second behind Derek Higgins in the works Van Diemen, and I didn't see Rick Morris on the outside of me coming out of Clearways, we touched and the two of us were off. After that, Higgins missed a gear and bent his valves, so Sospiri then passed him. Whenever I bump into Rick now he will always say, 'either you or I should have won that Final!'

"While that was disappointing, I also knew I was overachieving, if that makes

continued on page 22

Dolan shone in a Mondiale in the Formula Ford Festival in 1988

Dolan battles with 1988 Festival winner Sospiri (159) into Paddock

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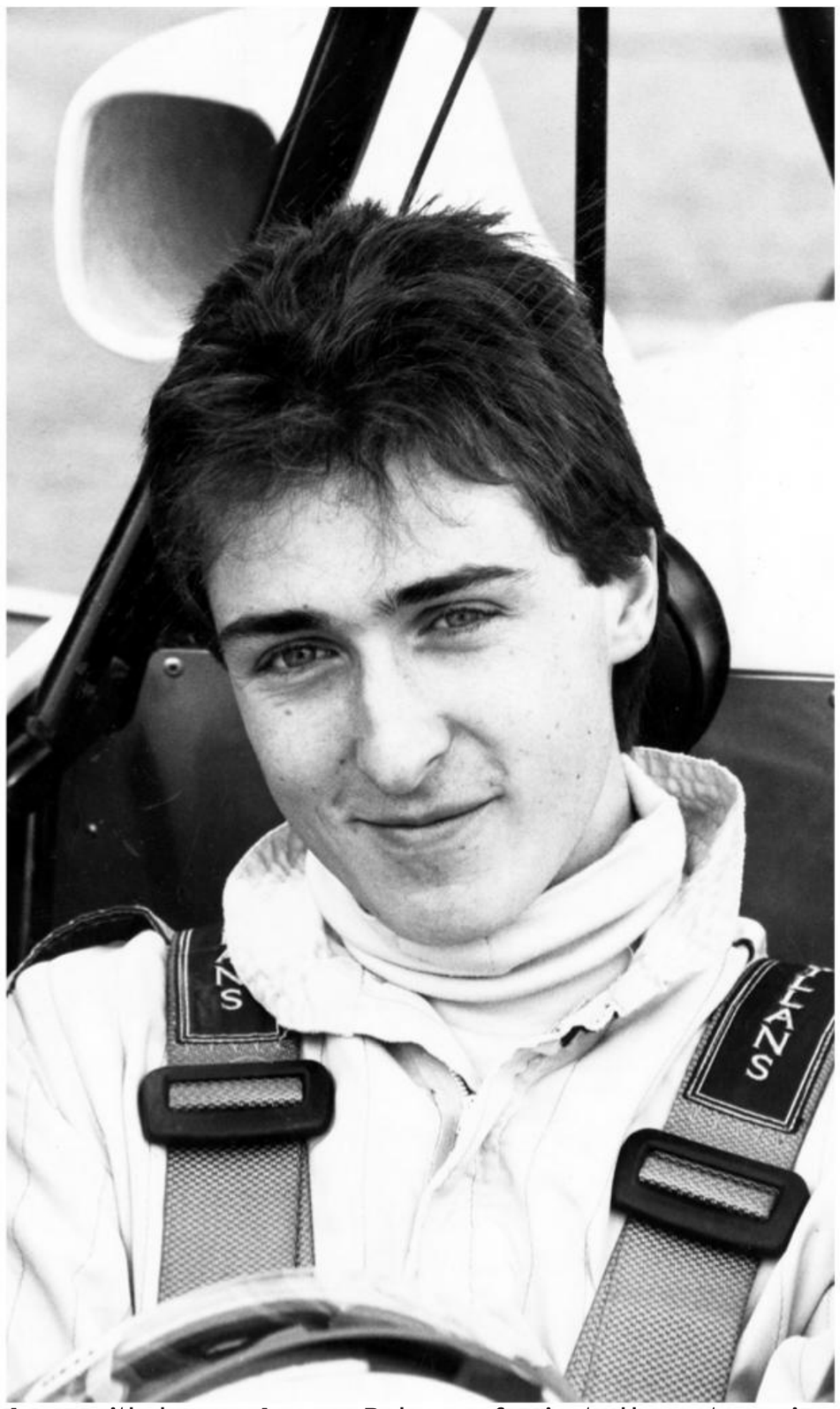
FEATURE

Ford fever: Dolan leads Niko Palhares and Dave Coyne



A man with dreams: A young Dolan was fascinated by motor racing

sense, so I was happy with my own performance. I was really fortunate after that to be offered test all of the drives: Swift, Van Diemen, Mondiale and Reynard.

"I tested the Reynard with Amity Racing at Donington and was under the lap record. That made my decision quite complicated. In my heart and soul I didn't want leave Mondiale, as they had put so much faith in me. Then bear in mind the works Van Diemen was always winning, and Reynard were doing other things besides Formula Ford, like Sports 2000 and so on, so didn't have time to run a works team. It was franchised out. Minister were doing the Reynard engines, and at that time you had to get the engine right.

"I went back to Ralph Firman and said I was going to drive the Reynard. Ralph then offered me the works Van Diemen drive for free… I told Reynard that, and they said 'nobody is getting a free drive in our team. It's 15 grand, take it or leave it.'

"So, I ended up taking it and my team-mate was Gil de Ferran. One of the other reasons I took the Reynard deal is that I was afraid of who might drive that car if I didn't. I knew how good that package was. I was never concerned about my team-mate. You see drivers making careers out of dodging team-mates. That never, ever entered into my mind. Let's face it, the best thing you can have for any driver is a quick team-mate. Gil and I worked very well together as a team during qualifying, and would tow each other for every lap.

"As the year wore on I felt that my engine wasn't as good as Gil's. They found there was a crack in it, anyway, long story short, towards the end of the year, Gil had more wins than me, but I had never lost the championship lead since winning the opening race.

"I soon realised I was relying on my natural ability to win, while Gil was working on his car. That's one thing Gil taught me, pay more attention to detail on your car. We were good at that and our settings were quite similar, and we did exchange a lot of information as far as that would help the team and help the car.

"We worked unbelievably well. There was never a problem. We would never race until the last couple of laps, that was the rule. And because of that there was invariably a break away at the start of the race because the other quick drivers soon realised there's no point dicing, so they'd just tuck in. We soon worked out that it's best to have just one person to race over the final laps instead of five or six in a pack…!"

Question: Have you driven one of your own Formula Ford cars now?
Alan Johns
Via email

BD: "No. I have no love for driving anymore. I lost it. I have no intention… No."

MN: Do you miss it?

BD: "No. I don't have any idea whatsoever what drugs are like to take, but when I stopped racing in 1991 it was a totally hard thing to do. I just walked away from it. I didn't look at a magazine, didn't watch F1, nothing. F1 was hard to avoid because it was mainstream media. But certainly there was at least a 10-year period where I knew nothing. For instance I didn't know for at least that long that Gil had won the F3 championship the next year. For those 10 years I had no idea what driver did what. I didn't have a clue.

"Back then there were no free drives going as such, there was a recession and I personally couldn't raise that money. And I didn't even have the contacts to raise that money. I will put my hand up here, I didn't push hard enough, I wasn't assertive or ruthless enough and wasn't pushy. For instance I knew Eddie Jordan, but I didn't go to him.

"I wasn't demanding enough, and probably a little shy of going to these people who were famous or influential in the sport. I remember when I met Jackie Stewart and I just wasn't myself. I didn't want to say anything to let myself down.

"So I had to get racing out of my system. The only thing I say I miss about driving is to see how far I would have got if I'd had the opportunities. I have no idea where it would have led to. Maybe nothing, I don't know.

"However I didn't want the scenario where I would struggle knowing that there are guys that I could beat, and yet didn't have the opportunity, finance or influence to. So I just thought. 'right, get out. This is not going to happen for me.'

"In hindsight, and looking back on it, I probably threw in the towel too soon, and maybe I should have persevered. I don't know, but I do know I would find it very difficult not to compete on equal terms.

"In 2006 I did the very first Martin Donnelly Trophy [Formula Ford 1600] race at Kirkistown, where they had a Masters race. I was lent a car. I led the opening lap, and then fell off. Anyway, that was it, over and done with. It was interesting, but at the same time, I knew the speed was still there.

"Then later, I was running Noel Dunne, and he was doing the Walter Hayes Trophy race. He couldn't do it at the last minute because his wife had unexpectedly gone into labour, so he said, 'why don't you just jump in the car?' It was the time Michael Vergers was doing it as well. He was in the same heat as me. I won my heat which put me straight in the semi. I was running second in the semi and the ignition system packed up on the last lap. I crossed the line with the engine cut out. I finished high enough to just get into the back of grid for the final.

"Everyone in the team from other cars too mucked in to try to fix it and they nearly did it in time to get to the assembly area. We just missed it. But do you know what? I was glad because it wasn't my car, starting at the back of the grid, and my thought was 'I don't really need this. No.'

MN: Do you feel that's an itch scratched?

BD: "Yes and no. Yes it was an itch, but what it did teach me is motorsport is expensive and costs money. I had my opportunity, and I thank a lot of people who gave me that opportunity, especially my father who spent money on me. I had my fun and I had my chance.

"It would be very selfish of me now to do something like that again. But funny, I reckon if I had never come to England

"I wanted to go up against the best from the start"

Bernard Dolan

Dolan was glad to join De Ferran

Splashing around Brands Hatch in the 1989 Festival

to race, at the level I raced at, I'd possibly still be racing at clubman level in Ireland to this day, because I probably would have still been in love with it.

"That relationship has gone, but running cars, getting drivers to win, that side has not gone, there is still that hunger to win. But driving-wise, that's over.

"For me, Formula Ford is a passion of racing, and there are very few classes where you can have that passion. It still has that deep root of what racing is all about. It might not be perceived as the first stepping-stone anymore, but still for honest racers and experience for young drivers, mechanics or engineers, there's no other class like it."

Question: Just how fast was Jonathan McGall?
Matt James
Motorsport News
[Bernard repeats question, then very long pause…]
BD: "Yeah. That's an interesting one… We were team-mates in Mondiale, and to be fair, Jonathan was always getting better results than I was getting. That was my first year in the UK and I think Jonathan's third, so… [another huge, long pause…]

"As I said earlier, you have to look at your opposition and put your hand up if you know someone's better than you. He definitely had better results than me in the first year, but there were times when things happened for me, and all of a sudden, I was looking strong.

"I think we never saw Jonathan's full potential, because he had to drive in a partly family-owned team, so he never had the chance like I did to go and get better engine deals. In his F3 days, he wasn't in the same equipment team-wise as his competitors as well. There certainly unanswered questions there with Jonathan. I think if you were to put him in a scenario like I had with an opportunity in Formula Ford, he definitely would have performed.

"Jonathan is one of those ones that is untapped, and unfortunately never had a chance to show it. I don't think we ever saw his true potential."

Question: What's your funniest moment in a race car?
Ken Woods
Via email
BD: "Great question! Let me think…. Gil will remember this too. Trevor van Rooyen, who did our engines and such a great guy, was very competitive. He had an awful lot on influence on both Gil and I in that Reynard FF1600 team. He was such a winner, he hated losing. If one of us didn't win he was so pissed off!

"We were racing on the old GP circuit at Silverstone. If there were any more than two cars, you didn't want to lead going on to the last lap. You're not going to hold it. If there's two cars you could fight it out, but more than two, not a hope. The advantage goes possibly to the third-placed car in the final group.

"Going into the last lap there was four of us. I can't remember for the life of me who led onto the last lap. I do remember Gil was second, I was third, and Niko Palhares was fourth. We were going down the Hangar Straight on the final lap, and Gil gets a run on [the leader] down the outside. Then I get a run on Gil and coming to the braking zone for Stowe, I'm squeezing Gil, and I'm ahead enough to say, 'this is my corner'. Just before the braking zone I'd got in front of Gil… Then the next moment, Niko passes all three of us on the grass at the end of the Hangar Straight! He comes out, all four wheels locked, sideways in the braking zone, car switching from left to right. Somehow he scrubs the speed off enough to take the corner, and he's into the lead… Then we get to Club corner, he gives us all a little bit of a brake test, which is fine on the last lap – we'd all have done that! It was enough for us to not get the tow coming out of Club.

"Anyway, Niko wins the race, myself and Gil are second and third, and we are on the podium, and we look at one another and Gil and I are laughing! And Trevor is going mad. 'You two are the first of the f**king losers…' And we both said back, 'You have no idea what Niko has just done out there!' That was a move that would work one in a hundred times, and he got away with it…"

Question: There's one thing I must ask. Estoril 1990 was your final Opel Lotus race, and there's quite a story…
Andy Hallbery
Motorsport News
BD: "Oh I have no qualms in telling you the truth on this one now! Back then it

continued on page 24

Peter Thompson Motorsport gave Dolan Opel Lotus Euroseries shot

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FEATURE

Dolan's career was nearly over after a stressful season in 1990

Bernard Dolan accumulated plenty of Formula Ford success

Dolan now spends his team looking after other people's race cars

was a different story, but not now, no problem! Funnily enough, Gil remembers that story as well… Honestly I could write a book about my events alone that year. I have so many.

"First of all you have to take your hat off to Dan Partel, what a fantastic vision in terms of putting a package like the Opel Lotus Euroseries together. It was brilliant. The whole concept was fantastic, a lot of the time competing on the Formula 1 calendar on race mornings which was great, with big crowds too.

"The other thing about it was because we were a big circus moving around the teams were a lot more friendly to each other, and we'd stay in the same hotels. There wasn't the same sort of rivalry as there had been in Formula Ford days… I remember when we were in Sweden, we were all staying in the same hotel and there was a table tennis table. Wow, the fun we had as drivers playing that.

"That Opel Lotus season was head-wrecking for me as a driver in the sense that I was very limited in terms of budget. I was also very thankful to PTM, Peter Thompson Motorsport, for giving me the opportunity to drive, because I didn't have the budget. I'm also very thankful to a guy called Bosco Quinn, who was working for Eddie Jordan, and died in a road accident in 1992, he was one of my sponsors. I had a few other sponsors as well who put money in which was great.

"When you are a winner and competitive, sometimes your tolerance can be pushed and you are on a short fuse that can reach a crescendo. In my case, things were building up to a crescendo in that year.

"In order to know to what happened in Estoril, you have to know what happened behind the scenes that led up to that. I'm not proud of it, but it explains how I was driven to what I did.

"A lot of things happened behind the scenes in the team. Don't forget they were also a very young team. Sean was Peter's brother; he was the engineer. Sean, I'm sure would put his hand up to it now, and he would probably look back and say 'Jesus. There are things I could have done with experience.' I look back at myself, and what I do now, and God if I had the knowledge I have now, back then would have been a doddle. But I didn't have that knowledge. I had come from an environment with the Reynard in Formula Ford, and was used to dealing with experienced people.

"To cut a long story short, we had to fit catalytic converters at the first race, which was fine. After a few races a pattern emerged where some cars were quicker than you would expect, and the gap from first to last was bigger. So mid-season I asked Peter to get the regulations, I read them and they were vague at best. I said I would open the converter and see what could be done, and if I damaged it, I'd pay for it. It was £400 or something which I guess is about two grand today.

"I moved a few things around inside it for the Thruxton race, and put it on pole. After that race, that cats were thrown out… From then on my results were good, and I was close to knocking on the door for third place in the championship coming to Estoril.

"Let's call a spade a spade. The scrutineering was practically non-existent, and it was clear to me that some teams exploited that. I've no qualms saying that, but certain things didn't add up. That was frustrating for me being someone who thought that everything was equal. And a young team like PTM didn't have the knowledge to exploit the levels that the others were. All I know is exhausts, and the very first time I did it, it was banned, so that advantage only got me a pole – then it was over.

"There was a build-up of frustration as a driver. In other words I felt we should have had better results than we had, there are a lot of reasons, and to be honest, some of them are quite funny – one time the truck with the car ended up on the wrong boat and we ended up missing a test day!

"At Estoril in practice I felt the car moving or the chassis was twisting. I asked for the car to go full soft – we normally ran pretty solid. They did and it made absolutely no difference. I found that basically the chassis planks were flexing. The more you ran them, they gradually got softer.

"I didn't qualify so well, in eighth, so I went to Peter and said 'we are not going to go forward in this race unless we get new chassis planks.'

"Not a hope in hell, not a hope in hell. I had two mechanics that year who worked their socks off for me, and they said, 'look, we'll work through the night and put two planks on the car.' Each plank was £400, and these two lads were prepared to put two new planks in overnight, and it's a pretty big job. Peter said no.

"So, instead of working all night on my

"Maybe I walked away a bit too soon"

Bernard Dolan

Dolan struggled in the Mazda-powered Racefax-run F3 car

car, the team… we went on the piss, on the lash in Cascais. When you are that young it didn't take a lot of drink to get you drunk. But we got drunk which is not very professional!

The following morning [race day], Peter came in and woke me up. Somebody had let off a fire extinguisher and the room was absolutely destroyed. Peter's trying to wake me up, and it looks like a bomb has gone off.

"The race was before the grand prix, early Sunday morning. We had to do a lap to the assembly area, and I remember on that lap thinking 'Jesus…. I'm not feeling well at all… I'm in trouble here.' The lights start to go red, and as soon as that happens, I puke in my helmet. To make it worse I'm wearing one of those eye-hole balaclavas, so it's coming out of there on to my helmet. Anyway I lost a few places off the grid because of that.

"I momentarily passed Gil for sixth place, ahead of where I'd started with a bit of a lunge, he got back again and we were stalemate for the rest of the race. I also passed Kenny Brack.

"I also remember getting out of the car in parc ferme, and Gil looked at me and said 'Jesus, you did well…'

"I then got fired, and so did Alan, one of my mechanics. It wasn't because we went on the lash. Basically Peter told me he fired me because he felt I had no intentions of finishing in the top three in the championship. I didn't know until about six years ago that Roberto Costa had gone to Peter that weekend and said 'Dolan has been over at Draco enquiring about a drive for next season.' If you finished in the top three you weren't eligible to continue. That is well and truly fair as Peter was employing Roberto for the next year and for him to give Peter the heads up. That was not my intention, it was pure frustration that led to that night."

Question: Formula 3 with a Mazda [engine] in 1991 didn't go to plan, and as far as I remember, that was your last race. How frustrating was that year?
Bill Wilder
Via email

BD: "Let's be straight and honest about this whole thing. It wasn't Mazda Japan, the engines were being designed and developed in the UK. We were competing against Mugen which was basically Honda.

"After the Opel Lotus year, I was trying to persuade Rick Gorne and Reynard to run a works F3 team, because they were struggling in F3 at the time. They said, 'no, we're not running a works team, we want to do it privately.' We were negotiating back and forth, with nothing really materialising.

"Then all of a sudden the Mazda opportunity came, and basically it was a free drive. I didn't have money, so I thought being a manufacturer, it might just help, you never know, so I had nothing to lose, go for it.

"I didn't have a contract signed when I agreed verbally but the contracts were being drawn up for the next day or so for me to sign. That evening Rick Gorne rang me, and said that Reynard were running a works drive, just one car in Edenbridge, Roly Vincini would be the engineer, 'will you drive it?'.

"I said 'Rick, I just verbally agreed to sign for Mazda…' He said, well that's good, you're still driving a Reynard so you are still in the family, I'll give Gil a ring… This is going back to me saying maybe I wasn't ruthless enough. What I should have said was *yes*. Sometimes I was too nice, and should have been more ruthless.

"Gil went on and won quite some races in that Reynard Honda/Mugen, finished third in the championship, and subsequently as I walked away from the sport, I didn't know he went on the following year to Paul Stewart Racing with the same combination and won the championship.

"Mazda didn't have the financial resources, so it was just not going to happen. However, that's neither here nor there. It was great to get that opportunity with people that still had a passion and dream of doing something which is great.

"Towards the end of the '91 year we were testing at the Silverstone National track, which let's face it is not a particularly complicated track, and I remember coming out of Luffield on to the start straight, and Rubens [Barichello] was behind me – Rubens won the championship that year – and he pulled out and passed me just at the same time as we were both changing gear from second to third, and he missed the gear, he didn't select third, so he had to pull back in behind me.

"But by the time we got to the bridge halfway down the main straight, he pulled back out again and was in front of me.

"I came in on that lap and I said to the team, 'did you see Rubens pass me then?' Yes. 'What you don't know is he missed a gear…' He probably lost two car lengths in relation to me in that. In his own terms he probably lost three or four tenths.

"I said to [the engine tuner] Neil Brown, 'I have served my time as a driver to warrant the right to have the right equipment. I'm not going through that again. Good luck.'

"That was basically the last time I was driving, professionally, and I walked away." ■

Just like old times in 2006: Bernard Dolan leads Michael Vergers

Dolan's return for Formula Ford 1600 didn't reignite the racing spark

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MOTORSPORT NEWS AWARDS

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MOTORSPORT NEWS AWARDS 2021
in association with CATACLEAN

MAKE YOUR VOICE HEARD FOR THE FIRST MOTORSPORT NEWS AWARDS

As the competition season nears its close, we are on the hunt for the 2021 stars – and we need you

The public can vote for their favourite racer of the year alongside a host of other winners for the first MN awards

One of the greatest aspects of motorsport is being able to dissect and ruminate on any drivers' or teams' performance once the chequered flag or the final control board has been passed and the dust has settled.

There are so many meritorious performances to enjoy, remember and reflect upon but, for the first time, Motorsport News wants to reward the teams, drivers and organisers who have given us the most pleasure over the season just gone.

And, true to Motorsport News's heartland, we will be focusing on the heroes of the national motorsport scene.

We will be handing out 10 awards in the middle of November to recognise the outstanding performers over the last 12 months. Among them, we will unearth the National Rally Driver of the Year and the National Racing Driver of the Year, and this is where we need your help.

Check the sidebars below and look at the shortlists we have drawn up. The rest is up to you.

By following the links below for each one, you can have a direct influence on who we crown as our standout performers of the season.

And don't forget, this is not just about the people who have claimed the silverware. This is about the drivers who have given the performances that have taken your breath away.

These will be the headline categories in our comprehensive round up of the star performers of the year. As well as the National Rally Driver and National Racing Driver honours, there are a host of other accolades that include Historic Driver of the Year, Sporting Scene Driver of the Year, Rising Star of the Year, Organising Club of the Year, Series of the Year, Race Meeting of the Year, Unsung Hero of the Year and Team of the Year.

Motorsport News editor Matt James said: "Our mission with the inaugural Motorsport News awards is to credit those drivers, teams, organisers and volunteers who have gone the extra mile in the last 12 months.

"If there is one thing that the tough times recently have taught us, it is that the passion for motorsport and the act of competing is stronger than it has ever been. As the Voice of British Motorsport, we salute that and what better way to do that than with our first Motorsport News awards. Get involved and make your vote count."

All the winners will be announced in our November 11 Awards Special edition. Make sure you reserve a copy at your newsagents to find out who has emerged on top of the pile. ■

NATIONAL RALLY DRIVER OF THE YEAR SHORTLIST

Rhys Yates
British Rally Championship stalwart

Mark Kelly
MN Circuit Rally champion 2020-2021

George Lepley
BTRDA frontrunner

Matt Edwards
British Rally Championship favourite

Frank Bird
MN Circuit Rally Championship frontrunner

Osian Pryce
Leading light in the British Rally Championship

David Bogie
Scottish Rally Championship battler and Ford Escort Mk2 exponent

William Creighton
Junior rallying battler turning heads with performances

Garry Pearson
Versatile frontrunner with wins under his 2021 belt

Jock Armstrong
Scottish Rally Championship frontrunner

Yates is on shortlist

TO VOTE: fastcar.co.uk/motorsport-news/national-rally-driver-of-the-year-2021/

NATIONAL RACING DRIVER OF THE YEAR SHORTLIST

Ash Sutton
BTCC champion chasing a third crown

Tom Ingram
Tin-top favourite who races at the front consistently

Dan Zelos
Mini standard setter who has a passion to progress

Dennis Lind
Supreme British GT championship racer who has rocked the UK tracks

Yelmer Buurman
Ex-F1 tester who is a benchmark in UK sportscars

Zak O'Sullivan
Up-and-comer making a mark in GB3

Jake Hill
BTCC driver about to flourish in the top flight

Matthew Rees
Formula 4 rookie who has turned heads in maiden season

Callum Voisin
Ginetta Junior star fighting for the crown despite all the odds

Lorcan Hanafin
Porsche race winner mixing it at the front

Sutton has been BTCC star

TO VOTE: fastcar.co.uk/motorsport-news/national-racing-driver-of-the-year-2021/

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GOODWOOD MEMBERS MEETING

NO QUARTER ASKED AS MEMBERS RETURN

Marcus Pye enjoyed stepping back in time at the Goodwood Members' Meeting

SF Edge men provided some of the highlights

Earl Howe racers set off to do battle

Chris Ward was untouchable in the Salvadori showdown

Stellar winning drives by Andrew Hibberd and Jake Hill topped last weekend's 78th Members' Meeting as the Goodwood Road Racing Club's seventh school sports event of the venue's modern era.

It had been 18 months since the last one at the motor circuit, but the intensity of inter-house competition was if anything heightened by the Covid-enforced delay.

The race programme showcased more than a century of motorsport history, from the mighty 200bhp Darracq and lofty Fiat S76 of SF Edge's Brooklands era to the Group 1 saloons of the early 1980s. And while the twin-legged Goodwood Super Special rally stage – introduced for last October's SpeedWeek stopgap event – was punctuated by dramas, Stig Blomqvist's participation and the presence of an ex-Roger Clark/Ari Vatanen Ford Escort RS1800 delighted fans.

Andrew Jordan (left) and Adrian Wilmott were winners in the Studebaker

The races

Once again, the drivers of the Edwardian leviathans in the SF Trophy enthralled onlookers with their speed and daring around the 2.4-mile circuit. Having secured pole position in treacherously wet conditions, which gave way to a beautiful autumnal weekend, Ben Collings looked invincible in Saturday's race until the Blitzen Benz's bonnet fixing broke and the cover opened like a gull-wing on Lavant Straight.

As he alighted to effect a temporary fix, Hughie Walker shot Nick Hildyard's Theophile Schneider through to a narrow victory over Julian Majzub's 1916 Indianapolis Sunbeam and (Hughie's dad) Mark Walker's Darracq.

Sunday's sprint race starred all of the above, but was cut by a lap with the Marshall Trophy saloons lining up for the event's climax. Young Walker, hunched over the spindly Hall-Scott aero-engined Theophile's wheel, long hair flowing behind him, rounded Collings audaciously at Woodcote with a short run to the chicane but couldn't eke sufficient advantage there to prevent Ben from thundering ahead again, to a rousing reception from the grandstands, as they accelerated towards the chequered flag.

Sublime Alfa Romeo 8C Monzas – effectively cycle-winged grand prix cars – and Bugatti T35Bs squabbled over Earl Howe Trophy honours. Gary Pearson, who drove Christian Glaesel's ex-works 2.6-litre straight-eight Alfa in respectful anger for the first time in official practice had to give best to UK-based Austrian Bug driver Lukas Halusa, clear of the similar pairing of James Wood (debuting Nick Mason's T35B) and Patrick Blakeney-Edwards (8C 2300 Monza).

A series of hiatuses before the Don Parker Trophy 500cc F3 race got under way – a rolling start would have been preferable – caused a few retirements but George Shackleton looked the part and in his immaculate Cooper-Norton Mk10 and coolly triumphed over newly crowned 500 Owners' Association champion Chris Wilson's Mk8. Simon Frost, subbing for Nigel Challis who broke his arm days before the event, landed third in a tussle with Simon Dedman. First non-Cooper home was fifth-placed Eddie Williams' Martin-Norton.

The earlier GT set for Pre-'63 cars carried Goodwood king Stirling Moss' name and was won well by another extraordinarily versatile driver, Nigel Greensall in David Gooding's Jaguar E-type. The poleman outran the lurid clover pink AC Cobra Dragonsnake - a former US drag racer – of Michael Whitaker who kept Oliver Bryant's E-type coupe behind until the final lap.

Old pals Oliver Bryant and James Cottingham, fresh from their recent Spa Six Hours victory in a Ford GT40, scored a win apiece. Bryant dominated the Ronnie Hoare Trophy GT set first time out in a Porsche 904 Carrera GTS – one of five in the field – while Cottingham relayed Andrew Smith to Gurney Cup gold as GT40s predictably ruled the roost in a safety-car-interrupted race.

Billy Bellinger (Morgan Plus 4 SLR) chased Bryant home in the former, having usurped Vincent Gaye's Ferrari 275 GTB/C. Tom Kristensen/Sam Hancock and Shaun Lynn/Dario Franchitti's efforts to catch the Cottingham/Smith combo were frustrated by the caution period in their efforts to catch Smith. Yellows played against Cottingham in the Salvadori Cup '50s sportscar race in which he hustled his Tojeiro-Jaguar from the back to third behind Chris Ward (Lister-Jaguar) and Miles Griffiths (Lotus 15).

The Pierpoint Cup Pre-'66 saloon retrospective was also shaped by a long full-course caution after five-time Le Mans winner Emanuele Pirro spun North Borneo-born Chris Clarkson's Ford Falcon at the quick 'Moss kink' before St Marys, hit the bank and rolled. The Roman emerged unscathed, but it took a while for marshals to right the inverted machine. When the safety car failed to pick up leader Adrian Willmott's Studebaker hot rod, he was gifted a lap, but by the time that was unravelled Anthony Reid/Murray Shepherd (Mustang) and Marco Attard/Tom Ingram had no chance of catching Willmott's partner Andy Jordan.

There's not long to wait until the 79th MM because 2022's edition will revert to its previous spring date.

RACE WINNERS

Gerry Marshall Trophy
Final: Jake Hill (Ford Capri III 3.0S); **Heat 1:** Jim Morris (VW Golf GTI); **Heat 2:** Jack Tetley (Chevrolet Camaro)

SF Edge Trophy
Race 1: Hughie Walker (Theophile Schneider); **Race 2:** Ben Collings (Benz 200hp 'Blitzen Benz')

Earl Howe Trophy
Lukas Halusa (Bugatti T35B)

Don Parker Trophy
George Shackleton (Cooper-Norton Mk10)

Arundell Cup
Andrew Hibberd (Lotus-Ford 22)

Moss Trophy
Nigel Greensall (Jaguar E-type)

Ronnie Hoare Trophy
Oliver Bryant (Porsche 904 Carrera GTS)

Salvadori Cup
Chris Ward (Lister-Jaguar Knobbly)

Gurney Cup
James Cottingham/Andrew Smith (Ford GT40)

Pierpoint Cup
Adrian Willmott/Andy Jordan (Studebaker Lark Daytona 500)

Photos: Gary Hawkins

Nigel Greensall powered his Jaguar E-type to Moss Trophy victory

George Shackleton was the class of the Don Parker Trophy battle

James Cottingham and Andrew Smith claimed Gurney Trophy

Gary Le Coadou was one of the stars of the rallying special stage

GERRY MARSHALL TROPHY

Hill climbs the Capri mountain

Driving Ric Wood's Gitanes tribute Ford Capri three-litre V6 like the wind on his Goodwood debut, British Touring Car Championship ace Jake Hill wowed onlookers with two sensational displays of commitment en route to winning Sunday's Gerry Marshall Trophy Group 1 saloon feature race.

The moment when Hill retook the lead from Craig Davies' hulking Ford Mustang at the right kink approaching St Mary's – where Stirling Moss crashed in 1962 – will live on as a pivotal point for those watching live or via streaming.

Both ran out of road and skated down the grass, Jake ending up on the opposite side of the track. Amazingly, they resumed without losing places, Hill now seconds behind, but redoubling his efforts. When Craig spun and clonked the tyre wall at the same place two laps later – and continued – Jake wailed past for a famous victory.

BTCC man Hill was a star

Larger capacity heat winner Jack Tetley (Chevrolet Camaro) and young Fred Shepherd, whose Mustang was still scarred from its practice out-lap shunt in Saturday's monsoon, were runners-up.

Best of the smaller-engined cars was heat winner Jim Morris' VW Golf GTI, in which his father John won a British Saloon Car Championship race at Mallory Park in 1981. Team-mate Tom Shephard set the class's fastest lap, and somehow avoided rolling the ex-Tony Lanfranchi Scirocco having been launched by the bank at Madgwick.

ARUNDELL CUP FORMULA JUNIOR

Hibberd performs miracles in Junior

The chances of Peter Arundell's Lotus 22 winning 'his' race did not look promising when British Historic Formula Junior champion Michael Hibberd qualified it near the back in Saturday morning's wet conditions, having tweaked his back. When dispensation was granted for son Andrew – a previous Goodwood winner – to take over the odds improved greatly.

Twenty minutes round the challenging airfield perimeter track is a long time and when Hibberd Jr was 10th at the end of the opening lap it was definitely 'game on.' Peter de la Roche, Andrew's conqueror in a front-engined duel at last month's Revival, led from Simon Diffey (ex-Peter Warr Lotus 20/22) and Pete Morton (Lightning Envoyette) until driveshaft failure at Woodcote on lap nine spelled curtains for de la Roche's Lola Mk3.

Hibberd took an unlikely win

Hibberd was now third, still five seconds adrift. Throwing caution to the wind he chased down Morton and seized the lead from Diffey into Madgwick on the last lap for a resounding victory. Behind the podium posse Richard Wilson (Brabham BT6), James Murray (Lola Mk5) and Chris Drake (Elva 300) completed the top six.

SUPER SPECIAL STAGE RALLYING

Rallying history takes to the stage

Run in opposite directions, on Saturday night and in very slippery conditions on Sunday morning, the tight rally stage gave a flavour of the sport's evolution from 1979 to 2003.

The select entry spanned Ford's Escort Mk2, RS200 (with Kalle Grundel up) Focus and Escort WRC models through Porsche 911, BMW M3, Lancia 037, Audi Sport quattro S1, Toyota Celica ST185, MG Metro 6R4s and several Subarus.

Jason Lepley flew in his ex-Roger Clark/Ari Vatanen Escort (the iconic Group 4 tail-wagger with two-litre Cosworth BDA power) until mechanical problems ended Sunday's timed run. Stig Blomqvist, 75, threw an ex-Carlos Sainz Escort WRC around with the enthusiasm of a young hot shoe. Quickest in the dark – pipping Gary le Coadou's Toyota Celica ST185 and Martin Overington's 6R4 – Stig spun on the 90 right that led off the start straight into the bale-lined 'forest', to massive applause from spectators.

Stig Blomqvist went for a spin

Will Nicholls looked quickest in his Subaru Impreza on Sunday, edging out Roger Duckworth's WRC S6 version and David Wright's Focus WRC. Everington again topped the early Group4/GpB times, chased by Tim Bendle in his remarkable Lada VFTS, although Max Girardo (Porsche 911SC) split them on aggregate. Le Coadou pipped Nichols by 0.7s for overall victory from the younger Group A/WRC, chased by Steve Rockingham (Impreza) and Nicky Grist (Toyota ST185).

SENNA, MURRAY AND THE BIG CATS

Memories come flooding back

Goodwood resounded to the appearance of one of Ayrton Senna's 1991 World championship-winning McLaren-Honda MP4/6s in all its glory, with the late triple champion's nephew Bruno in the cockpit.

Its V12 engine note on Sunday, when slick tyres could be used, will live on long in the memories of the 78th Members' Meeting crowd.

As will the public debut of Gordon Murray Automotive's sensational new T50 road car, which four-time IndyCar champion Dario Franchitti exercised with panache, taking its Cosworth V12 engine to its 12,000rpm limit. All 100 of the innovative hypercars have been sold – one to Franchitti – with as many prospective purchasers again on the waiting list.

Bruno Senna was a hero

Aside from the single-car demos, 14 of the Tom Walkinshaw Racing-built Jaguar Sport XJR-15s – towards one third of the production – ran together.

As their six-litre Jaguar V12 engines chimed in memories came flooding back of their three-race series that ran at Monaco, Silverstone and Spa in 1991, particularly for the period racers who returned to the cockpit once again.

Advertising enquiries: 01732 446757

FEATURE

DID MULL WORK AS PART OF THE BRITISH RALLY CHAMPIONSHIP?

An on-stage battle was offset by a poor entry and insane costs. Luke Barry investigates

Night mileage and superb stages characterised Mull

Pryce said that the Mull Rally offered the perfect test for rally men

BRC boss Iain Campbell (r) was disappointed at number of no-shows

Rarely has the inclusion of an event on a British Rally Championship calendar caused so much debate – even the appearance of Oulton Park on the schedule this year sparked less fury.

It's certainly not unfair to say that the Mull Rally was a controversial stop on the BRC's national tour in 2021, but now that the rally is done and dusted the lingering question is: was it worth it?

You could be rather dismissive about this one and immediately just say 'no, Mull didn't work for the British Rally Championship,' given that this week we have news of a 2022 BRC calendar, and Mull isn't on it. But Arctic Rally Finland was a success in the World Rally Championship this year, and that's not in the 2022 calendar. So this is no way to judge the merits of the BRC heading to Mull for the first time.

The 2021 BRC entry very much is, though. There's no escaping the fact that it was pretty dismal, with just two cars – both from Melvyn Evans Motorsport – entered in the top BRC1 class and only seven Juniors taking the start of the event. Desire evidently wasn't high for the rally among the majority of BRC crews. The fact drivers are allowed to drop two championship scores from the seven rounds and Mull fell within a tight schedule of rallies perhaps contributed, but when asked at the end of Trackrod Rally Yorkshire if they'd be heading to Mull two weeks later, one competitor succinctly put it: "F**k that."

Something was clearly putting competitors off from contesting what's often spoken about as one of the best rallies anywhere in the UK.

"We had 26 BRC crews entered, 10 withdrew and, when we get to this point of the season, we always lose people," said BRC championship manager Iain Campbell. "There were folk that were struggling to get parts after the Trackrod, there were some crews that came down with the pandemic, there were some crews that went 'na I'm just not going to bother'.

"The one thing about Mull is it's an expensive event. Forget about the actual financial side of it, it's a week away from work and that hurts a lot of people. For most of the competitors that do Mull, it's a week's holiday but it's that week's holiday they plan for for the whole year. Those doing a championship don't plan for that."

The cost of the event is certainly eye-watering. MN understands the total price of doing the rally was in excess of £35,000 for one leading crew – over double what the previous BRC event had cost. Logistically – with Mull only accessible via ferry – it isn't the simplest either, and some competitors even had safety concerns about the island rally.

Rhys Yates was by no means alone in skipping Mull but unlike many others, he had an entry in for the rally but later pulled out. Before the rally, Yates explained to MN: "I'm not dissing the Mull Rally itself as it is quite an iconic event but it's an eight-and-a-half-hour drive, you've got ferry costs, you've got to have a week off work, everything about it just oozes hassle for us. And I don't want hassle, I want to go and enjoy what I'm doing.

"It's definitely not worth the British championship going. We already had this at Oulton Park, [the] British championship is meant to be an international event and you can't charge more for the BRC when you're doing the same thing as a national event, you've got the same people, same stage lengths," he added in reference to the fact the BRC crews contested the exact same stages as the rest. "Trackrod was about the only one that was different [with night stages], every other rally we've done before you get charged your registration fee and charged £350 extra for what? A recce. I don't think Mull Rally should be in it."

Yates: Mull was a step too far

As much as he was sympathetic to the competitors' concerns, the situation was frustrating for Campbell. "There's no other way to put it and I've said it to lots of people, I was pissed off at the number of withdrawals," he said. "Not at any individual withdrawals, just pissed off with the number of them. The guys that came and did the event said to us the people that didn't come are the ones that missed out. But the thing is they won't know what they've missed out on because they didn't come. When we went to Ypres, people that don't go to Ypres don't know what they're missing out on but the folk that go there go 'wow this is why we're here'."

And therein lies the flipside. Although Mull was £20,000 more than the Trackrod for example, at 148 competitive miles it was only just short of a WRC event in length, and over three times as long as the previous three BRC events combined. As a sporting spectacle and challenge, it was unrivalled.

"As a rally it was perfect," said BRC winner Osian Pryce. "It had everything and more that you would have wanted. OK it still ran as things were back in the day, they keep some of the traditions which is great. I personally have always wanted to go and do the rally, and if it wasn't for the championship I don't think

"I'm glad we've made the most of this rally"

Osian Pryce

Photos: Jakob Ebrey

Melvyn Evans' team was a Mull supporter

The unique challenge of the Mull stages rewarded the regular BRC competitors who made the trip

I would've made the trip. From a cost point of view it would probably cost the same to go and do Ypres, so I'm glad we've done it, I'm glad we've made the most of it and that's it. I wouldn't change it for anything."

The other BRC1 starter, Matt Edwards, saw it similarly: "From the bobble-hatter point of view yes it was a great opportunity to do it, that goes without saying. I would never shy away from the challenge of an event like that and the hype from the locals and all that is brilliant for me and it's taken in the right way which I think from the drivers' point of view it all is. Having done it, it's been definitely one of the most difficult rallies I've done, partly for my own doing [with an SS1 mistake] but I can see the appeal of the place."

However, both Volkswagen Polo GTI R5 pilots were aware of the limitations. Edwards admitted Mull caused a problem with the budget because it was "considerably more expensive than the original Jim Clark which I guess it effectively replaced" but doesn't think the cost was what deterred so many entrants; instead believing that it's not "atypical" for entries to drop off at this later point of the season.

Pryce agreed: "Has the cost [driven] away the entry? I don't think it has judging by the people that we're missing, budget generally isn't an issue for them – not meaning to be disrespectful or anything. Me and Matt were actually having a chat about this, I think a lot of it is to do with [the fact] you've got very fast locals, you had Matt and myself there, they've probably maybe thought 'why are we bothering?' If they're in a bit of no man's land they might feel they're not benefitting by going from a championship point of view.

"To be honest I'd be happy to have it on the calendar [again] but the only thing, if I had an opinion, I would like a bit more gap before and after [the rally] just for costs as it is a stretch. However, it adds something to the championship, and it needed something different now because the events have all been a similar format."

Pryce and Edwards were evidently in the minority though, and Mull has been dropped from next year's schedule with the majority of competitors preferring one-day events. Mull was an experiment worth conducting though. Campbell – a former Mull clerk of the course – explained the added motive to taking the BRC to the island, as the BRC's presence was announced at a time when Mull organisers had floated the idea of modernising the event's itinerary, a consultation that was met by a passionate and occasionally aggressive furore of social media comments.

"Personally I think Mull is stale, I think Mull needs a refresh and I think Mull needs new blood to go to it. And being selfish it was an opportunity to do that with some of the guys from the British Rally Championship," Campbell said. "The folk that have gone there, there are quite a number that have already said 'I don't know what I'm doing next year but I'm coming back here because it's fabulous'. And we've also shown that you don't have to be a local to win the event."

But that online uproar has been a factor in the BRC not returning to Mull, at least in 2022: "Another reason for not going back is because of the competitors of Mull who put up such a fuss and social media storm over the suggested ideas of changing Mull that they have chased away their second chief organisers in a decade," Campbell explained, "and Andy Jardine and Duncan Brown have left because of the lunatic fringe. And because of that I will not take the championship back there until I know we have a proper, professional, established team."

A point has perhaps been proved, but arguably the biggest winner from Mull's footnote in BRC history is Edwards.

With so few competitors in comparable machinery, he was able to recover to second place after his SS1 mistake and who knows how important those 18 points could prove as the title battle intensifies… ■

Q&A: DAVID BOGIE

Scottish driver reflects on revamped Mull

Had you been part of the BRC, would you have been happy to go to Mull?
DB: "Yeah absolutely, if I'd been doing the British championship this year I'd have been absolutely over the moon. Obviously doing the rally previously and I've been spectating prior to that, it really is a special rally. And with the experience I've got it would certainly have been nice for my championship."

How important is it to have new drivers coming and experiencing Mull?
DB: "It's massively important. If it's going to be the same people year after year after year, eventually the entries would start to decline so there's got to be younger people coming through, there's got to be people from different parts of the country so new faces are a good thing, always is. It brings challenge, it brings an element of buzz with it so it's always good. I think you've just got to embrace change and new faces coming onto the island is great for the rally in my opinion."

Were you surprised at the lack of BRC entry or was it to be expected?
DB: "Kind of to be expected to be honest with you. Mull is an expensive rally to do, especially if you were an Irish competitor or down in Wales for example. It's not cheap, so people would for that reason choose to use that as their dropped score. I'm not surprised to be honest with you. The BRC, it's always been the same you've not got the numbers of other championships but you do have good quality."

LUKE BARRY

RALLY CORRESPONDENT

"A new adventure creates some standout memories"

I'd never been to Mull before this year's edition, but it's safe to say I'll be back because I absolutely loved the experience. I wasn't alone, as it's also abundantly clear that so did the drivers who were there. Seventeen stages across 30 hours is a challenge like no other in top-line British championship rallying, and the roads were a dream to drive. As a rally, it was simply superb.

But that's Mull every year. The more pressing point to muse over is how did it stack up as a British Rally Championship round? Truthfully, without the narrative of Edwards' awesome comeback charge from an unlikely opening-stage blunder, it would've been forgotten very, very quickly.

Without wishing to detract from his stunning pace across the final two legs to recover the positions, Edwards should not have been able to claim second overall in the BRC. A two-car race at the front just wasn't a good look for the championship and was a crying shame because imagine how fervent it would've been with the usual BRC 2021 crowd up against Daniel Harper, John MacCrone and Paul MacKinnon?

It's hard to fault anyone for the situation because what could championship organisers do? Admittedly the timing wasn't ideal, two weeks after Trackrod and three weeks before the Cambrian Rally (two gravel events with Mull asphalt) but a six-round calendar instead of seven wasn't fancied either. Enough competitors just didn't buy into it, but you don't know win the jackpot without rolling the dice.

It's almost a shame it took until 2021 for the BRC to head to Mull, as the format feels perfect for a different generation where night tests and 150-mile itineraries were the norm.

As much as everyone wants longer rallies, today's economic climate is very different. Edwards put it best: "With the longer rallies comes greater expense. It's not that we're shy of the challenge, it's just the expense of these cars to run – particularly if you don't own the car."

Ultimately, did Mull need the British Rally Championship? No, it was popular enough already. Did the British Rally Championship need Mull? The evidence suggest it didn't either. But I for one am delighted they tried.

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Richard Styles

SNETTERTON: 750MC BY CARL MCKELLAR — OCTOBER 16-17

Morgan faced last-race drama to win the F1000 title

RACE WINNERS

BMW Car Club Racing Championship
Race 1: Niall Bradley (BMW E46 M3); **Race 2:** Brad Sheehan (BMW E46 M3)

Bikesports
Race 1 & 2: Scott Mittell (Mittell MC41RR)

Tegiwa Roadsports
Paul Cook (BMW E46 M3)

MX-5 Cup
Race 1 & 2: Ali Bray (Mazda MX-5); **Race 3:** Ben Short (Mazda MX-5)

Hot Hatch Championship
Race 1 & 2: Philip Wright (Honda Civic Type R); **Race 3:** Ryan Polley (Honda Civic Type R)

Formula 1000 Championship
Race 1 & 3: Thomas Gadd (Jedi Mk6/7); **Race 2:** Robert Welham (Jedi Mk6/7)

Stock Hatch Championship
Race 1 & 2: Chris Dear (Peugeot 205 GTi)

Clio 182 Championship
Race 1 & 2: Jack Dwayne (Clio Renault Sport 182)

Ma7da Championship
Race 1 & 2: Danny Andrew (Ma7da)

Sport Specials Championship
Race 1 & 2: Andy Hiley (Chronos HR1S)

116 Trophy
Samuel Carrington-Yates/ Mark Sullivan (BMW E87116i)

MORGAN'S ROLLER COASTER TO LAND F1000 CROWN

Jack Dwayne claimed the crown with a brace of wins

A nail-biting 750MC finals meeting at Snetterton decided seven titles, the most dramatic being those achieved by Lee Morgan, David Drinkwater and Jack Dwayne in F1000, Hot Hatches and Clio 182s respectively.

Morgan started the second of F1000's three races from pitlane after he'd initially stalled on the line and forced a red flag. Crucially he set the fastest lap to give him pole for race three and second in that behind Thomas Gadd, plus third in race one (despite his Jedi losing its coolant), was enough to secure the driver a second crown.

Gadd's win in race three came thanks to a late pass on Morgan. He'd also won race one giving him three victories from the last five rounds.

Rob Welham was the winner of race two ahead of Matthew Booth, both these still within a sniff of the title going into the final race. Points leader prior to Snetterton, Dan Gore, suffered three DNFs, thanks to two misfires and also a broken differential after he'd spun to miss Morgan's stalled car on the grid in race two.

Philip Wright won the opening two Hot Hatch races and was only denied a hat-trick when his Civic's gearbox failed whilst leading the third. Ryan Polley won that one after surging past Alistair Camp who bagged the premier class A title. Jack Ashton's Metro GTi starred in all three races, leading the second before finishing runner-up.

A clean sweep in class C, though, was all Drinkwater needed to be sure of a third straight crown in his BMW.

Dwayne needed wins in both Clio races to make sure of the crown, pressured all the way each time by main rival Jack Kingsbury.

The Bikesports title fell to class B Radical driver Leon Morrell – a major achievement in his debut season of racing. Ahead of him, a pair of victories outright gave Scott Mittell the class A title over season-long rival Joe Stables – unfortunate not to win race one after a spin on the final lap.

Similarly, whilst Brad Sheehan and Niall Bradley did the winning up front, the BMW Car Club Racing title went the way of class 6 champion Ben Pearson – later presented his trophy by the marque's British Touring Car Championship star Colin Turkington.

Danny Andrew (after a close battle with Jonathan Lisseter in race two) and Andy Hiley each took a pair of wins to top the Ma7da and Sport Specials standings respectively.

Ali Bray won the opening two Mazda MX-5 encounters but had to give second best to newly crowned champion Ben Short in the third. Chris Dear's Peugeot was a double winner in Classic Stock Hatches.

MALLORY PARK: BARC BY MARK PAULSON — OCTOBER 17

PRIMETT GETS BACK TO THE FRONT WITH ESCORT

A year after his ultra-successful Ford Escort Mk1 was left in a crumpled heap at Silverstone, Stephen Primett bounced back to scoop another Pre-'83 Touring Car championship crown at Mallory Park.

Primett led most of the opener, before being passed on the last lap around the outside of Gerard's in style by Tom Harvey, who again deputised for Mike Luck in his BMW E21 320. That put Primett level on points with Mark Lucock, whose own Mk1 Escort retired with a sticking throttle, setting up a shootout finale. Starting from the rear, Lucock was quickly on Primett's tail and then followed him past Harvey – who would later get jammed in third gear – in pursuit of the fast-starting Triumph Dolomite Sprint of Mark Osborne. Primett harried the leader then rounded him at the Esses mid-race and set about building a gap before Lucock could do likewise. But it was immaterial when Lucock's throttle again stuck open with just two laps to go. "I'm absolutely over the moon," beamed the champion. "We've been on the back foot all season trying to get it to work and it's come good at the end."

While the second of Tom Robinson's Jaguar Saloon & GT brace was straightforward, his supercharged XJR-6 was more like a bucking bronco in the much wetter first race, throwing him off before he recovered to thwart an impressive drive from Mike Seabourne's less modified XJ-40, which took championship honours.

A maiden win for Robyn Slater's Ford Anglia preceded Alan Greenhalgh's success in the drier of the Pre-'66 races, as James Ibbotson's Imp took the crown. Two Classic Thunder wins for Jason West couldn't prevent Jason Hughes winning the title in his Super Touring Vauxhall Vectra. Malcolm Harding (Escort Mk2) won the BOSS battles but Martin Reynolds (Anglia) won the war. Andy Neal and champion Gary Prebble shared Pre-'03 honours, while James Everard (BMW M3 E30) twice topped Pre-'93 but Ian Bower's E36 took the title.

Photo: Steve Jones

Primett added another title

RACE WINNERS

Pre-'83 Touring Cars
Race 1: Tom Harvey (BMW E21 320); **Race 2:** Stephen Primett (Ford Escort Mk1)

Jaguar Saloon & GT
Races 1 & 2: Tom Robinson (Jaguar XJR-6)

Pre-'66 Touring Cars
Race 1: Robyn Slater (Ford Anglia); **Race 2:** Alan Greenhalgh (Ford Falcon)

Classic Thunder/BOSS
Races 1 & 2: Jason West (BMW E46 M3)

Pre-'93 & Pre-'03 Touring Cars
Race 1: Andy Neal (Peugeot 106); **Race 2:** Gary Prebble (Honda Civic EG)

OULTON PARK: BRSCC BY PETER SCHERER — OCTOBER 16

UVIO UNSTOPPABLE IN THE LONG AND SHORT HAUL

Six wins from eight races took UVio's Farquini Deott /Fabio Randaccio a step nearer to the Fun Cup Endurance crown, after winning both the Sprint and Endurance races at Oulton Park.

A late safety car intervention made the finale of the sprint race into a 10-minute dash to the flag. Deott had the lead, but after Team Olympian's Riley Philips had got ahead of PLR's Neil Plimmer, it became a two-horse race.

Phillips got ahead a few times, but couldn't make it stick, but their duel continued right to the flag with Doett the victor by just 0.238s. Plimmer retained third,from Stobart Sport's Colin Kingsnorth.

UVio dominated the four-hour Endurance race too and led for the majority of it. PLR's Plimmer and Ben Pitch had settled into second from halfway but lost out to DespatchBay's Harry Mailer, who double stinted in the last hour after taking over from Andy Bicknell.

Randaccio had earlier lost a 35s lead to a safety car intervention but eventually claimed win number two by just over 13s from Mailer. MakeHappen's Steve Walton and Greg Evans completed the top four.

Both Northern Formula Ford 1600 races featured race-long duels between David McArthur's Medina and the Firman of Jack Wolfenden.

Wolfenden had led race one initially, before McArthur went ahead exiting Old Hall for the fourth time. But after more exchanges, Wolfenden led into Lodge on the last lap but they crested Deer Leap side by side with McArthur winning the dash to the flag by 0.026s.

The second race was a similar story but Matthew Chisholm's Van Diemen was third again, considerably closer to the lead duel. McArthur led for the most-part but was still only 0.134s clear at the flag. Chisholm managed to retain third but had lost touch with the lead by the end.

With on-the-road winner Michael Blackburn penalised, Lee Bowron won the first ST Challenge race from Chris Grimes. Blackburn made amends in race two, just heading home Chris Jones. In the concurrent XR battles Simon Robinson was a double winner.

Photo: Steve Jones

The UVio team claimed the sprint

RACE WINNERS

Fun Cup Endurance
Races 1 & 2: UVio Hofmans Lotus (Farquini Deott/Fabio Randaccio)

Northern Formula Ford 1600
Races 1 & 2: David McArthur (Medina BH19)

ST Challenge
Race 1: Lee Bowron; **Race 2:** Michael Blackburn

XR Challenge
Races 1 & 2: Simon Robinson (XR2)

RACING REPORTS

Photos: Paul Lawrence

SILVERSTONE: HSCC BY PAUL LAWRENCE **OCTOBER 16-17**

HARRISON CHARTS HIS WAY TO A CHAMPIONSHIP

Jordan Harrison (49) fended off Henry Chart (39) for Classic Formula Ford title win

Aurora and Geoff Lees Trophy man Rory Smith won race one by missed out in repeat

Jordan Harrison has had a fabulous season in Classic Formula Ford and he settled the title with another win at Silverstone on Saturday during some excellent racing at the HSCC Finals Meeting.

Slowly but surely this season Harrison's Lola T540E has become the Classic FF benchmark and he delivered another tremendous drive on Saturday to head a wonderful five-car battle in the early laps. Gradually, Harrison was just able to edge clear as his rivals battled furiously and he took victory from series returnee Ben Tinkler as well as Henry Chart.

In another fine race on Sunday, Chart levelled the score by a few inches after a mighty contest with Harrison. Tinkler was in the mix until he spun at Brooklands.

Will Plant started the season back in April with the intention of winning the 70s Road Sports title for the first time and he duly delivered in the final race at Silverstone with a resounding win in his Morgan Plus 8.

Just to make sure, his father Richard sat in second in his similar car but no-one else was able to get up and challenge the Plants in the 25-minute race. Third fell to Jim Dean who did all he could for his title hopes by winning the class in his Lotus Europa. The other contender, Gary Thomas, was sidelined early in the race after his Lotus 7 suffered diff failure in qualifying.

The Formula Atlantic Ralt RT4 of Rory Smith was the class of the combined Aurora and Geoff Lees Trophy field and was able to outpace an early determined challenge from Mark Charteris in his Formula 2 March 742. Behind them, Clive Wood completed the podium first time out in his period Coin Weekly-liveried Chevron B29.

Sunday's race ran on a wet-but-drying track and slick-shod Smith led until Samuel Harrison, with wets on his F3 Dallara, stormed up to take the lead. On the drying track, Smith was quickest of all by the flag but needed another lap for a shot at retaking the lead.

Horatio Fitz-Simon tackled five races in total over the weekend as he made his Formula Junior debut alongside his regular Historic Formula Ford races. He took to the Lotus 22 of the Speedsport team in fine style and won the opening race from pole despite a safety car period that allowed Clive Richards to close right up in his similar Lotus. A great battle for third raged between Ray Mallock, the leading front-engined contender in his U2 Mk2 and newly crowned champion Nic Carlton-Smith in his Kieft.

Richards made it one-all on a wet track on Sunday morning but it was very close as he had to wrestle the lead back from Fitz-Simon late in the race. After suffering a suspension breakage on Saturday, Adrian Russell made it an all-Lotus 22 podium on Sunday.

The Historic Road Sports, Classic Formula 3 and Guards Trophy races all went with form as 2021 champions did the winning. John Davison (Lotus Elan) blitzed the Road Sports and Andy Newall (Chevron B6) did likewise in the Guards Trophy while Andrew Smith (March 783) was peerless in Classic F3.

The first Touring Car race, on a damp track, was a barnstormer as Tim Sims (Mini Cooper) spectacularly fended off the V8s. Later, on a dry track, Dan Williamson (Ford Falcon) was able to power ahead.

RACE WINNERS

Formula Junior
Race 1: Horatio Fitz-Simon (Lotus 22); **Race 2:** Clive Richards (Lotus 22)

Historic FF1600
Race 1: Tom McArthur (Titan Mk4); **Race 2:** Horatio Fitz-Simon (Merlyn Mk20); **Race 3:** Linton Stutely (Royale RP3)

Classic F3
Race 1 & 2: Andrew Smith (March 783)

Classic FF1600
Race 1: Jordan Harrison (Lola T540E); **Race 2:** Henry Chart (Van Diemen RF81)

Aurora Trophy/Geoff Lees Trophy
Race 1: Rory Smith (Ralt RT4); **Race 2:** Samuel Harrison (Dallara F389)

70s Road Sports
Will Plant (Morgan Plus 8)

Historic FF2000
Races 1 & 2: Graham Fennymore (Reynard SF81)

Historic Touring Cars
Race 1: Tim Sims (Mini Cooper S); **Race 2:** Dan Williamson (Ford Falcon)

Historic Road Sports
John Davison (Lotus Elan)

Guards Trophy
Andy Newall (Chevron B6)

Sims slid to tin-top win

JACKSON'S TITLE AMID TRIO OF WINNERS

Tom McArthur, Horatio Fitz-Simon and Linton Stutely all claimed Historic Formula Ford wins on a weekend when Cam Jackson clinched his third title despite being disqualified, along with Fitz-Simon, from the third race.

In Saturday's magnificent opener McArthur delivered a remarkable recovery drive after dropping off the back of the leading quintet when he outbraked himself into Brooklands.

But McArthur got his head down and set about chasing back as Fitz-Simon, Jackson and Stutely battled furiously. Of course, their lead contest served to slow them down and make it possible for McArthur to tow back into contention on the final lap. Then, as the three leaders continued to fight, opportunities opened up for McArthur to sweep through and take the narrowest of wins after a fine recovery drive.

Later on Saturday, Fitz-Simon finally got his first HFF win after a mighty five-way contest.

The matter was in doubt at every corner on every lap but Fitz-Simon was in the right place at the right time and led the dash to line from Jackson, McArthur, Stutely and Samuel Harrison.

Sunday's race ran on a wet and slippery track and it was Jackson and Fitz-Simon who had the best pace. However, they overtook a backmarker under yellow flags and were later excluded, handing the win to Stutely.

Fitz-Simon came out top on Saturday afternoon

FENNYMORE'S TWEAKS REAP BIG REWARDS

After sealing the Historic Formula Ford 2000 title at Oulton Park at the end of August, Graham Fennymore elected to miss last month's Mallory Park races and spend the time and money trying further tweaks to his Reynard SF81 ahead of the Silverstone final double-header.

It was a wise move as he added another win on Saturday over regular pacesetter, Benn Simms and 2015 champion Tom Smith and then won again on Sunday with a last-gasp move on Simms.

In the opener Fennymore could never relax but just had enough in hand as Simms also had his hands full of Smith.

Back out in the championship for the first time in five years, Smith accepted a late invitation from Graham Ridgway to drive his Reynard, a car that Smith prepares, and he made a fine job of it.

However, missing second gear away the line gave him an early handicap and cost his real chance of taking the fight to Fennymore and Simms.

Simms seemed to have done enough on Sunday to claim the victory and survived a restart to keep the lead until the final dash to the line when Fennymore squeezed ahead by eight-hundredths of a second.

Smith had to start from the pitlane after gear selection issues so Ian Pearson rounded out the podium.

Fennymore returned from a sabbatical with a win

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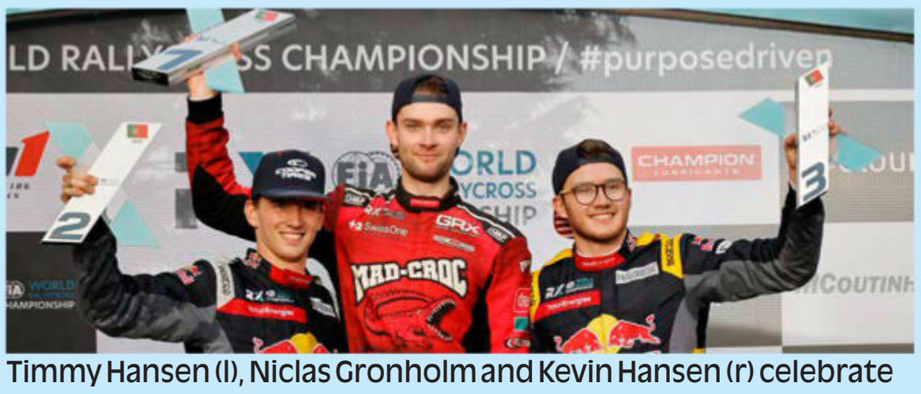
WORLD RALLYCROSS

Photos: Red Bull Content Pool

WORLD RALLYCROSS CHAMPIONSHIP: MONTALEGRE, PORTUGAL — OCTOBER 16-17

Kristoffersson was hit by a track-limits penalty in the final stanza



Timmy Hansen (l), Niclas Gronholm and Kevin Hansen (r) celebrate

Gronholm claimed second win of 2021

GRONHOLM PULLS A LATE JOKER TO SNATCH PORTUGUESE WIN

Although Niclas Gronholm finished the opening day at Montalegre in Portugal second in the qualifying standings, the Finn felt that the best speed was yet to be extracted from the GRX-SET Hyundai i20 and that he wasn't in the position on pace alone.

That was a fair assessment, as the winner of the previous two World Rallycross Championship rounds Johan Kristoffersson had suffered a puncture in the opening session, dropping him down the order.

While Kristoffersson fought hard to climb up to second in the Intermediate Classification, Gronholm wound up fourth overall.

The pair started on the front row of the second semi-final but it was Gronholm who made the best start and took the lead into the opening corner. Kristoffersson took his joker on the second tour, but the GRX-SET squad responded on the very next lap. Gronholm headed into the compulsory extra-route to cover off his position.

Going into the weekend with a 12-point deficit to drivers' championship leader Timmy Hansen, Kristoffersson knew big points were required to lift himself into contention ahead of the final round double-header next month.

Kristoffersson had already pulled off an overtake on title-rival Hansen in Q4 to claim track position and ultimately beat Hansen's brother Kevin Hansen to second overall and pole for semi-final two. Then in that semi-final race Kristoffersson overtook Gronholm in the final long loose-surface left-hander and claimed the race win.

In the first of the semi-finals, Timmy Hansen, the winner of the first three qualifiers, had led from the front and beaten brother Kevin on a race of pace, the pair taking their jokers at the opposite ends of their knockout encounter, Timmy remaining in front.

Starting on pole for the final, Timmy Hansen was squeezed right to the inside into the opening corner by Kristoffersson, the pair both taking the standard lap, followed by Kevin Hansen. Gronholm dived straight into the joker, followed by Enzo Ide and Krisztian Szabo.

Up front, Kristoffersson pressured the rear of Hansen's Peugeot. On a track difficult to defend the racing line on, due to the need to rotate the car early into the corners on the loose-surface sections and thus leaving an inviting door open, Kristoffersson had his Audi's nose up the inside of the race leader on several occasions.

Despite that, he found no way through. On the third lap, he again looked up the inside of Hansen's Peugeot into the long Turn 7 but lifted from the throttle to avoid spinning the leader and ran wide. Kevin Hansen needed no second invitation and slung his car up the inside of Kristoffersson's Audi, and the pair ran door-to-door through the following loose-surface chicane, Kristoffersson bouncing over the kerbs but maintaining track position.

With the leading trio now running in slightly clearer air, Timmy Hansen and Kristoffersson set some of the fastest laps of the entire weekend before taking their jokers on the final tour, but it wouldn't be enough.

Gronholm, circulating in fourth, had watched the battle ahead unfold and closed enough that when the leaders took their jokers, the Finn drove his Hyundai i20 up the inside out of Turn 1 and into the lead. He had an advantage he would hold to the flag to claim his second win from four rounds, putting a dismal event in Belgium a week earlier well behind him.

Timmy Hansen finished second to extend his points advantage over Kristoffersson, but the latter would be handed a five-second penalty for hitting track-limits penalty markers in his battle with Kevin Hansen mid-race, dropping the Swede to sixth. Kevin Hansen was elevated to third, with Szabo fourth and Ide fifth.

"We had a bit better pace in the semi-final and final than we had the rest of the weekend," said Gronholm afterwards. "In the final taking the joker on lap one was key as the guys ahead had a battle going on and I was able to catch up. It was a bit lucky in the end, but sometimes you need a bit of luck."

In a depleted World RX field, in which only seven drivers took to the start, British Rallycross Championship leader Ollie O'Donovan finished seventh, the Ford Fiesta driver overcoming differential problems on the opening day and a gearbox change on Sunday morning.

While O'Donovan ended up on track together with Kristoffersson and Szabo in the two qualifying races on Saturday, he was open about actively staying out of the regular protagonists way on track and simply enjoyed racing on an 'old school' rallycross circuit.

Two rounds of the World RX series remain, at the Nurburgring in Germany as a double-header weekend at the end of November. Timmy Hansen heads the Drivers' standings by 17 points, with 60 points on offer for a maximum score across the two days at a brand-new circuit for every team and driver.

RESULTS

World Rallycross Championship
Round 7 When: October 16-17 Where: Montalegre, Portugal

POS	DRIVER	CAR	TIME
1	Niclas Gronholm	Hyundai i20	3m56.426s
2	Timmy Hansen	Peugeot 208	+0.537s
3	Kevin Hansen	Peugeot 208	+1.977s
4	Krisztian Szabo	Hyundai i20	+2.270s
5	Enzo Ide	Audi S1	+3.762s
6	Johan Kristoffersson	Audi S1	+5.754s*

* = five-second penalty for track limits

BELEVSKIY DEFIES A LACK OF EXPERIENCE

Russian driver Yuri Belevskiy entered the final round of the European Rallycross Championship for RX3 (Super1600) cars with a 23-point advantage, having taken three of the four wins on offer in the season so far.

However, the relatively inexperienced driver was aware that there was still a job to do.

Fastest in Q1 in his Volland Racing Audi A1, Belevskiy then got pushed wide in Turn 1 of Q2 by Volland team-mate and compatriot Timur Shigabutdinov, just a handful of laps before Shigabutdinov rolled his car in spectacular fashion.

While the Volland team repaired the damaged Audi overnight, in the sister machine Belevskiy returned to form in Q3 and Q4, winning both sessions to put the title out of reach of his closest rivals.

Belevskiy drove without pressure and delivered one of the most commanding performances of his career so far through the semi and final to take another 2021 win.

Another pair of Volland drivers, Marat Knyazev and Kobe Pauwels both entered the finale with a mathematical chance of the crown, but ultimately ended up battling for second. Despite finishing behind his team-mate Knyazev on track in the final, Pauwels secured the series runner-up position by a single point.

Belevskiy had to cope with the pressure to land the RX3 spoils

WHAT'S ON

YOUTUBE

This Sunday is 45 years to the day since a Formula 1 championship decider, central in racing folklore, took place. It's 1976 and all that: James Hunt; Niki Lauda; Fuji; rain…

It also brought the crescendo of the Hunt vs Lauda rivalry. We all have views on what motorsport's best competitor face off is, but from many angles Hunt-Lauda is hard to top. This is not only with its associated drama, but it provided the ultimate chalk-and-cheese protagonist duo: the computer-like Lauda against the carefree Hunt. It's straight from a Hollywood script, both metaphorically and literally…

One area that Hollywood veered somewhat from the reality though was in that Hunt and Lauda, rather than being enemies, were friends. And on YouTube in a Graham Bensinger 2017 interview with Lauda, during a seven-minute excerpt, the three-time champion tells us what he thought of his inimitable rival.

He talks about Hunt the party animal that we know well, but also about the less-known later Hunt who encountered problems, and then solved them with Lauda's help.

Watch it at: youtube.com/watch?v=kM6OABZ0PZ4 or by searching for 'Niki Lauda on James Hunt'.

Graham Keilloh

Lauda and Briton Hunt

TV GUIDE

This dramatic Formula 1 season's latest instalment is this weekend, returning Stateside to the Circuit of the Americas in Austin. And Sky Sports F1 has its familiar kick off to its weekend coverage this (Thursday) evening, with the F1 Show (2100hrs-2200hrs) and the drivers press conference (2300hrs-0030hrs). And before these (1900hrs-2100hrs) there's another chance to watch 2007's US race in full.

Channel 4's 2021 US Grand Prix qualifying highlights meanwhile are early on Sunday at 0830hrs-0930hrs while its race highlights slip into the wee hours of Monday morning at 0005hrs-0130hrs.

Can Max Verstappen fight back in Austin?

You also can catch the best of this weekend's European Rally Championship penultimate 2021 round, from Hungary. Day one's best bits are on Eurosport 1 on Saturday evening (2230hrs-2300hrs) while the full-event round up is on the same channel on Sunday (2100hrs-2130hrs). Both programmes are also repeated.

ITV4 tomorrow (Friday) evening lets you view an hour of the best from last weekend's Goodwood Members' Meeting at 2000hrs-2100hrs, while if you want to see for yourself what all the fuss is about around the recent controversial DTM finale at Norisring, then you can on Monday as BT Sport 2 is showing highlights at 1900hrs-2000hrs, and again on Tuesday and Wednesday.

Graham Keilloh

LIVE TV

FORMULA 1 UNITED STATES GRAND PRIX
CIRCUIT OF THE AMERICAS
Practice 1: Friday, 1700hrs-1845hrs, Sky Sports F1
Practice 2: Friday, 2045hrs-2230hrs, Sky Sports F1
Practice 3: Saturday, 1845hrs-2010hrs, Sky Sports F1
Qualifying: Saturday, 2100hrs-2345hrs, Sky Sports F1
Race: Sunday, 1830hrs-2300hrs (start time 2000hrs), Sky Sports F1

W SERIES
CIRCUIT OF THE AMERICAS
Race 1: Saturday, 2305hrs-0025hrs, More 4
Race 2: Sunday, 1630hrs-1800hrs, Channel 4

BRITISH TOURING CAR CHAMPIONSHIP
BRANDS HATCH
Races and supports: Sunday, 1045hrs-1835hrs, ITV4

EXTREME E
ISLAND X-PRIX, SARDINIA
Day one: Saturday, 1600hrs-1800hrs, Sky Sports Mix
Day two: Sunday, 1600hrs-1700hrs, ITV; 1400hrs-1600hrs, BT Sport/ESPN; 1600hrs-1800hrs, Sky Sports Mix/Arena

NASCAR
KANSAS
Race, Sunday, 1930hrs-0000hrs, Premier Sports 2

LISTINGS

SATURDAY

Oulton Park, Cheshire
BARC meeting: C1 Challenge, Sports/Saloons, Kumho BMW, Monoposto **Starts** racing from 1055hrs (qualifying from 0830hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

Kirkistown, N Ireland
500MRCI meeting: Road Sports, Ford Fiesta, FF1600, Saloon/GT, Mazda MX-5 **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15 **Web** kirkistown.com

Silverstone, Northants
750MC Birkett Six-Hour Relay Starts racing from 1130hrs (qualifying from 0900hrs) **Admission** £14 **Web** silverstone.co.uk

SATURDAY-SUNDAY

Brands Hatch, Kent
BTCC meeting: BTCC, F4, Carrera Cup, Ginetta GT4, Ginetta Junior, Mini Challenge **Starts** Saturday, racing from 1310hrs (qualifying from 0900hrs) Sunday, racing from 1000hrs **Admission** adult £32, under 13 free **Web** msv.com **Contact** 0843 453 9000

Donington Park, Leics
BARC meeting: Britcar, Britcar Trophy, Karts, Sports Prototypes, Mini Seven, Mini Miglia, Junior Saloons, 2CV **Starts** Saturday, racing from 1250hrs (qualifying from 0910hrs) Sunday, racing from 1010hrs (qualifying from 0910hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

Cadwell Park, Lincs
BRSCC meeting: Caterham Seven UK, Seven 310R, Seven 270R, Roadsport, Fiesta Junior, Fiesta, CityCar Cup **Starts** Saturday, racing from 1305hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SUNDAY

Silverstone, Northants
CSCC meeting: Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops, Slicks Series **Starts** racing from 1325hrs (qualifying from 0900hrs) **Admission** £15 **Web** silverstone.co.uk

Snetterton, Norfolk
CTA meeting: Civic Cup **Starts** racing from 1145hrs (qualifying from 0900hrs) **Admission** adult £19, under 13 free **Web** msv.com **Contact** 0843 453 9000

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Alex Ireland's Knockhill photo

The door is open, by Dean Chilvers

Peter Atkins's shot from BTCC

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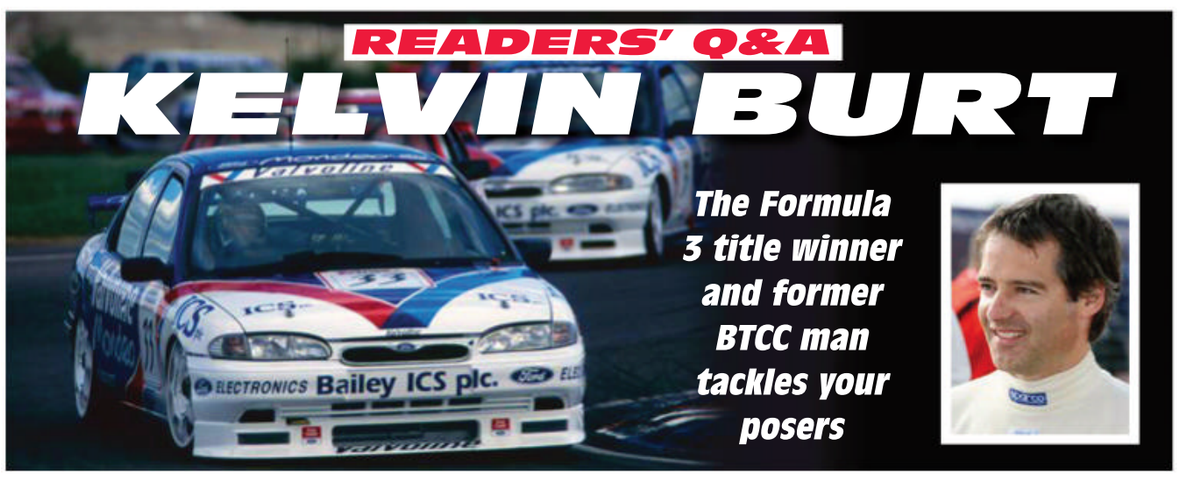

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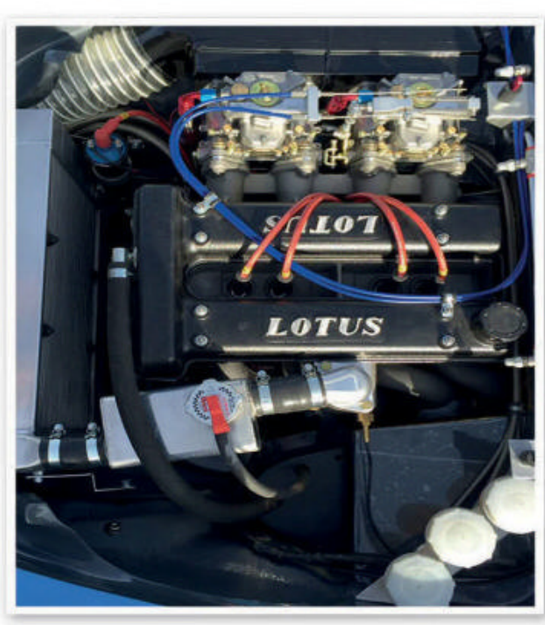

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2000, Auction. A striking, power packed sports car. We at South Western Vehicle Auctions are pleased to be auctioning this DB7 in our October Classic Sale. View now on our online catalogue: www.swva.co.uk. Please call 01202 745466, South West. (T)
110699

BMW Z3

2000, 96788 miles, Auction. BMW / Z3 Roadster (RESTORED TO A VERY HIGH STANDARD) / Convertible / Green / Petrol / Manual / 1991cc. Panel off body respray including new genuine BMW door sills. New soft top and refurbished leather interior are amongst other things in no expense restoration down to details such as renewed number plates. Current owner since 2016, five previous keepers. To bid on this vehicle online please create an account on the Hobbs Parker Online bidding website then closer to the sale date you can register for the Classic Car auctionPlease call 01233506266, South East. (T)
110598

BMW 850

43950 miles, BMW / 850 I Auto / Coupe / Red / Petrol / Auto / 4988cc. 4 previous keepers, current since 2014. 7 service stamps up to 43,500 miles in May 2019. More photos on the Hobbs Parker website. Online auction - Register on the Hobbs Parker website. Please call 01233506266, South East. (T)
110646

FERRARI 308

1980, 38062 miles, Auction. Ferrari / 308 GTSI / Convertible / Black / Petrol / Manual / 3000cc / 38000 miles. Being sold by local owner since 2016 who is reducing his collection, Original Ferrari tool kit and jack, housed in their own individual pouches. The car spent the early years of it's life in the dry climate of San Francisco.To bid online please create an account on the Hobbs Parker online bidding website. Physical viewing at our auction centre from 9:00am to 6:00pm from Mon 25th to Wed 27th and Thurs 28th from 9:00am. Please call 01233506266, South East. (T)
110567

FERRARI 512 BB

1980, £294,995. This exceptional Classiche Certified Ferrari BB 512 is one of just 101 UK right hand drive market vehicles ever built. Ferrari's Berlinetta Boxer was originally launched as the 365 GT4 BB in 1973 but was upgraded in 1976 and became the BB 512. It was to be powered by a carburettor fed 5 litre mid mounted flat 12 engine that produced 360 BHP and in total 929 units were built for the global market. Please call 01944 758000, Yorkshire and the Humber. (T)
110519

LOTUS ESPRIT

1996, 42352 miles, £42,500. Esprit V8. 3.5 litre V8 engine with 5 speed gearbox. This fine example has an excellent service history and really needs to be seen to be fully appreciated. Please call 01234750205, East of England. (T)
110328

PORSCHE 944

121000 miles, Porsche / 944 2.7 Lux / Coupe / Blue / Petrol / Manual / 2649cc. To bid on this vehicle online please create an account on the Hobbs Parker Online bidding website then closer to the sale date you can register for the Classic Car auction. This is an online timed auction. Physical viewing at our auction centre from 9:00am to 6:00pm from Mon 25th to Wed 27th and Thurs 28th from 9:00am. Please call 01233506266, South East. (T)
110283

PORSCHE 944

1989, £13,950. 944 S2 Cabriolet. Lovely Looking Appreciating Classic in Black over Cream Leather Interior. Newly Restored, MOT'd until August 2022. Please call 07835 877345 , South West.
110586

PORSCHE BOXSTER

2001, 93631 miles, Auction. Porsche / Boxster S / Convertible / Silver / Petrol / Manual / 3179cc. Current registered owner since 2012, intermediate service carried out at 92,000 miles in 2019. To bid online please create an account on the Hobbs Parker website. This is an online timed auction. Physical viewing at our auction centre from 9:00am to 6:00pm from Mon 25th to Wed 27th and Thurs 28th from 9:00am. Please call 01233506266, South East. (T)
110643

PORSCHE BOXSTER

2002, 94000 miles, £6,600. 2 Porsche Boxsters for the price of one. One silver 2002 model (with new MoT when purchased), and one black model. The silver model is a rare collector edition with factory fitted side skirts and a lower spoiler. Both cars are in tip top condition and can be test driven if required, both are available for one price! £6600 for the 2 cars together which equals 2 for 1 deal. Please call 07956671260, North West.
110397

SUBARU IMPREZA WRX

2007, 93200 miles, £8,500. Very clean inside and out. Full service history. Rota 18s with all new Michelin PS4 tyres all round. Recent works carried out within the last 6 months. Fuel pump. 3inch turbo back Militek exhaust. Secondary Air pump delete. Sto intercooler. Forge BOV. Central pod with oil pressure boost and volte gauge. Full service including oil plug filters diff and gear box oil coolant. New radiator. Please call 07450652813, South East.
110600

TVR CHIMAERA

2003, 29732 miles, £29,995. Chimaera 450. Less than 30k miles from new with only 4 previous owners. In Paris Blue, with grey trim. Front seats now in Grey Leather. Extremely good condition. Please call 01636 812700, East Midlands. (T)
109962

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